

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

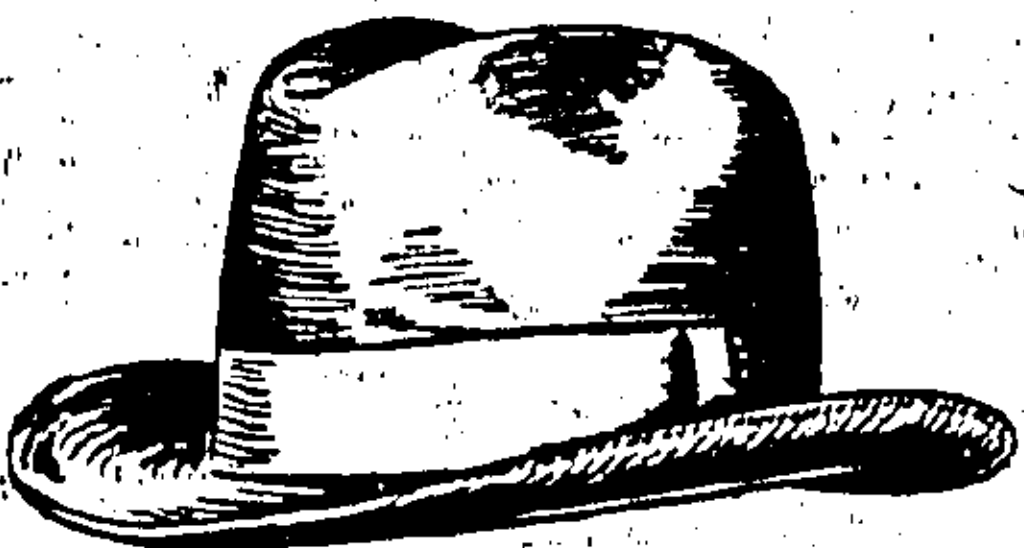
Shanghai Office: 65, Szechuen Road

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

R. R. ROXBURGH,
Manager for China,
HONGKONG HOTEL.

STETSON HATS

FOR
AUTUMN
and
WINTER
1920-21Time and experience have proved Stetson
quality and style.
And we can assure you of the Stetson that
looks exactly right on you.
That is why well-dressed men constantly
seek our store for correct judgment in hat
selection.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

TELEPHONE 29.

THE LEADING BRANDS

of

MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS:

THE HONGKONG CIGAR STORE
CO., LTD.

TELEPHONE No. 151.

HOTEL MANSIONS.

JUST RECEIVED

Large Consignment of

WALTZ FIRE & BURGLAR PROOF SAFES

Large and small sizes at moderate prices.

Apply—

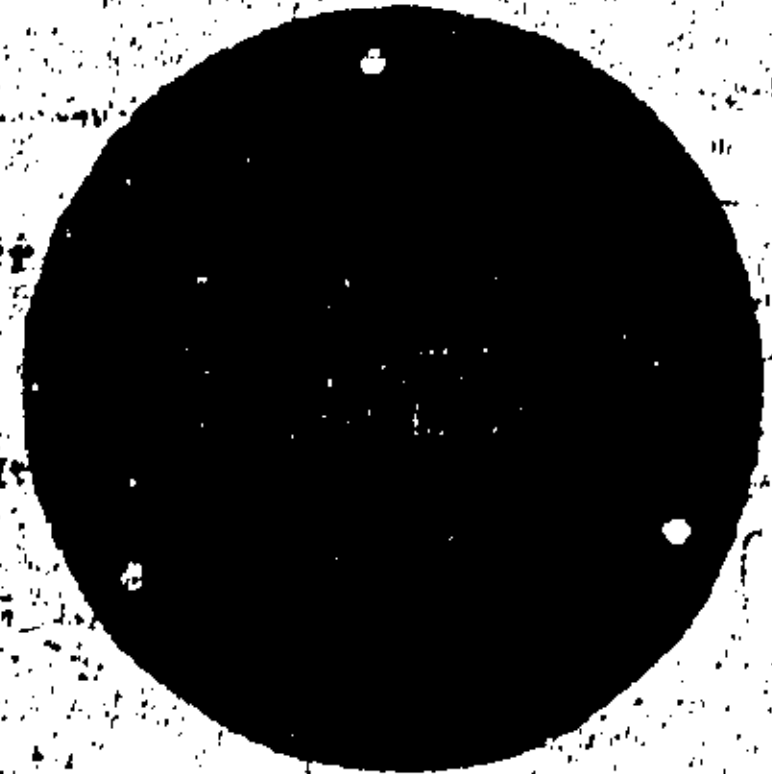
FOOK LEE & CO.,
York Building.

[135]

Do not guess

at the speed

of your boat.

Instal a
Masters
Boatmeter
which will
tell you at a
glance.UNION ENGINEERING
CO., LTD.

13, Chater Road.

PHONE No. 3273.

[125]

SCOTTISH LETTER. THE LOCAL VETO STRUGGLE.

[FROM OUR OWN CORRESPONDENT.]

September 1st.

As the date draws nearer when, under the provisions of the Scottish Temperance Act, the electors are to be asked to exercise their threefold option—no change, 25 per cent. reduction of licenses, or total prohibition—both sides are increasing their efforts to influence the voters. The signing of the requisition for a poll, which must contain 10 per cent. of the total electorate, is at present engaging all the attention of the "drys." In the large cities, they say that the signatures are coming in satisfactorily, but the country parishes are reported as lukewarm. By the end of the month we shall know how this preliminary skirmish has gone, and have some idea of the strength of the contending parties.

The "defenders," the members of the licensed trades, are not idle, and on paper, at any rate, seem to have the better organisation. They are more business-like in their methods. Their publicity department is far better than that of the "drys." Already they have spent an enormous amount of money. The double column manifestos in the newspapers must alone have cost a mint of money. Then every available boarding house or more of their immense, coloured posters, and this kind of propaganda overflows on the tramways, the cinemas, the grand stands of the football enclosures. Programmes of all kinds are invaded by appeals and denunciations. Leaflets are being scattered broadcast by millions, and voters are asked to "guard their rights by voting." No change.

Every bug used by a licensed grocer carries its message to the customer, and every bottle in the trade is made a messenger of "liberty" by means of an adhesive label. Twelve millions of these labels have already been issued. In short, every licensed house is converted into a centre of propaganda. A good deal of capital is being made out of the fact that the working man will be the chief sufferer, because he has not the money to buy supplies in large quantities and has very rarely the advantages of a club. The "wets" claim that Labour will not vote for "no license," because, they say, "Trades Unionists" they will not permit dictation on a question of personal habits and customs.

HOPES AND FEARS.

Both sides, of course, prophesy victory. The "wets," however, admit that in some areas the votes will carry a limitation of licenses, and even no license. Their greatest fear, they say, is the apathy of the electors. But surely there is little ground for this view, if anyone is left unmoved after the next three months' strenuous agitation, he must be of a particularly phlegmatic temperament.

LONDON'S INTEREST IN THE STRUGGLE.

Much interest is being taken in London in all the details of the local veto struggle. The licensed victuallers are, in some cases, providing a daily bulletin for the information of their customers. Pleafards and leaflets implore them "to remember what is happening in Scotland." The palm for this kind of propaganda goes to an inn in Chancery Lane, which has hanging in its bar a great placard with the inscription "Help Scotland in her hour of need!"

GIFT TO DUNBLANE.

Mr. Thomas Henderson Whitehead, a native of Dunblane, who recently retired from the position of senior manager in London of the Chartered Bank of India, Australia, and China, has gifted to his fellow parishioners of Dunblane £1,000 of Bearer Bonds of the 4 per cent. Funding Loan in order to commemorate the memory of the 98 Dunblane men who gave their lives in the war. The annual revenue from the fund is to be expended in prizes for successful scholars in the parish.

NATIONAL WAR MEMORIAL.

An appeal on behalf of the Scottish National War Memorial at Edinburgh Castle is issued by the Federal Council of Scottish Associations in London. It is proposed that the Scots in London shall contribute £10,000, and towards this amount over £4,700 has already been received or promised.

JAPANESE VISITORS.

A very large number of Japanese are in Britain at present, and not a few of them are in the North. When here they mostly affect the West of Scotland and the industrial centres. Some have come to open up markets, and expect to be with us so long that they have brought their wives and children with them. They say that there are more openings in Japan for British goods than is to be found here for Japanese goods. They profess to be anxious that trade between their own special East and our West should be further developed.

BURNSIANA.

The Rev. Dr. Macintosh, Kieros, formerly British Chaplain in Germany and Lecturer on English Literature at the University of Jena, has published a short study of "Burns in Germany." He is able to testify to the popularity of Burns in Germany and refers to Dr. Hecht's study of him. Goethe's remarks about our national poet are reproduced, and a point is made of the obvious resemblance between "Tam o' Shanter" and the "Walpurgis Night." We are reminded that Burns knew the German "Werter," and of Carlyle's comparison of Schiller and Burns in a letter to Goethe. Dr. Macintosh, of course, tells us how the concept programmes in the prisoners' camps in Germany contained a good deal of Burns.

AN HONOUR FROM THE POPE.

Lady Margaret MacRae, who is the recipient of a rare honour from the Pope—the Cross pro-Ecclesia et Pontifice—is the only sister of Lord Bute. She takes much interest in the people of Bute, where she lives for the most part, is fond of open-air life and active amusements, and, having studied navigation, ran sail her yacht as well as any master mariner. Major Colin MacRae, her husband, as Exon of the Yeomen of the Guard, has an official residence in Friary Court, St. James's Palace.

MEASURING EMOTIONS IN GOLF.

The British Association seems to be fast becoming a "human institution." Science is less discussed for its own sake than for its bearing, more or less immediate, on the problems of life. Only a non-golfing cynic would deny the vital importance of a subject raised at the Cardiff conference by a Glasgow member which led to a scientific consideration of the question—Why golfers make bad shots when faced with the drive from the first tee or on a critical occasion in the course of a round. That, certainly, is one of the things that matter.

The learned Professor Waller devised experiments with an electrical device for measuring human emotions, the records being made by application to the most sensitive parts of the human body—the palms of the hand and the soles of the feet. Thereupon Mr. Walter Dixon, of Glasgow, suggested that the Professor's theory might explain the cause of bad golf shots, especially in crises in the game. And did it not, he also asked, explain why cold-blooded, unemotional Scotsmen were least likely to err in their shots when most depended on them? Professor Waller, in a short reply acknowledged he was not a golfer, though he "understood that keeping the eye on the ball was also a factor." A factor, truly, too often forgotten by the golfer when playing his shot. Mr. Dixon, on the other hand, is presumably a golfer, yet he commits himself to the opinion that shots are spoiled because the thought of missing them passes through the brain to the highly susceptible palms of the hands and the soles of the feet. This theory might apply to putting, but hardly to the fuller swing. The golf swing is a rhythmic affair, whose apparent simplicity is its greatest deception. So much depends on grip and stance, on the wrists and arms, on the turn of the body, on timing, and most of all on the still head and the eye on the ball, that the palms of the hands and the soles of the feet may play a quite insignificant part in the total operation. How the learned professor would apply the palm of the hand and the soles of the feet while the player is standing squarely to his ball and holding his club by both hands, is a difficulty that seems to have been shirked. A test while the golfer is awaiting his turn to drive off would obviously be valueless. The real flutter, could it somehow be recorded, would only come when he was on the tee, with perhaps, as on one popular Tayside course, a burn 10 or 40 yards ahead of him. So to arrive at this conclusion, that the thoughts of missing a shot may pass through the brain just as readily to the golfer's wrists and arms as to the palms of the hands and the soles of the feet.

NERVES AND THE FIRST TEE.

First-tee mistakes are in nine cases out of ten due to a mental condition. The player has a fear of missing, a fear accentuated tremendously by his consciousness of a "gallery." If there is a hazard to catch a topped drive, it is another adverse factor. He may have been swinging perfectly on the other side of the starting-box, hitting the heads off daisies with a flick of the wrist and a follow through worthy of a Yardon. Then his name is called. He tees up. The white blow. "Now," he says to himself, "with all these people watching I must get a good one." But at the back of his mind there is a horrible fear that he may top or scuff or commit some other golfing sin, and it is this perhaps rather than the other feeling which predominates. So in his hurry to get away from all this first-tee publicity he swings back too quickly, takes his eye off the ball, hits with anything but the rhythm of his practice swing, a minute before, fizzes badly, and sends the ball running into the burn. He may play a respectable game once he is out of range of the starting-box, but from pure stage fright he falls over and over again at the first-tee test.

A RADICAL CHALLENGE.

There is every indication of a lively political tussle in Scotland in the late autumn. In view of the Liberal Conference at Ayr in October, the Scottish Radical Council are appealing to supporters to forward resolutions condemning the Coalition policy, demanding Scottish Home Rule, and advocating all the familiar planks in their platform. The Council intimate that they will "supply effective speakers for winter meetings," but they decline to assist Coalition or Whig candidates. It is added that Scottish Liberalism, that is, Scottish Radicalism, must either progress or go under.

A BOXING BARONET.

At a boxing competition held at Jamestown under the auspices of the Vale of Leven Branch of the Discharged Sailors' and Soldiers' Association, Sir Iain and Colquhoun, Bart. D.S.O., of Rosneath, Luss, Lochmond, the Lord Lieutenant of Dumbartonshire, not only officiated as referee but also took part in an exhibition bout of three rounds with Tancy Lee, holder of the Lonsdale Belt. Sir Iain, who was light-weight champion of the British Army in 1913-14, gave quite a good account of himself against his more experienced opponent.

NEW TREATMENT OF ENTERIC.

AN EVENT IN BACTERIOLOGY.

It is a truism of medical science that the correctness of an hypothesis is no measure of its value (says *The Times*). Examples are not difficult to obtain of advances registered and measures of practical utility secured by deduction from premises which, in the light of fuller knowledge, are found to be untenable. Perhaps the most notable, certainly the most recent, instance of this kind is the so-called side-chain theory of Ehrlich which gave us the Wassermann test for syphilis. The Wassermann test has emerged triumphant from most rigorous examination; the side-chain theory is to all intents and purposes abandoned. We must bear these facts in mind when a new scientific doctrine, evidently subversive of accepted views, is introduced to the world. The mere fact that the latest observations tend to disprove an established conception of disease in no way weakens the value of any results which may have accrued as a consequence of its application. When, for example, we are told, as we have been just recently, by the Pasteur Institute that a distinguished worker in his laboratories has formed new theories on subjects so important as the protection of the human body against enteric fever and dysentery, and that these theories portend a revolution in bacteriology, we need—even supposing complete proof to be forthcoming—rush to the conclusion that earlier opinions were in vain. Dr. Besredka advances arguments which tend to show that the future defence against diseases of the enteric group will be by much simpler means than the antityphoid vaccination with which we are all now, happily, familiar. This in no sense detracts from the splendid achievement of the war in ridding our armies of their most deadly foe. On the other hand, it does promise a more easy way. If it be true that the mere act of swallowing a few dead bacilli can secure us against such redoubtable foes as typhoid fever and dysentery, and that without the smallest personal suffering even inconvenience—then a new chapter in the prevention of disease has been opened. Without doubt, that new chapter will afford the scientific worker many thrills. Dr. Besredka adduces evidence in favour of the view that certain germs of disease have special, specific areas in the body within which they are active. No matter where you introduce them, under the skin, into veins, or by the mouth, they seek out these special areas, and are more or less harmless until they find them. Thus the question of protection is local rather than general. If the locality which the particular germ requires for its development is rendered unsuitable, disease will not occur. Our efforts hitherto have been directed by the idea that protection should be general and universal to the human system. Possibly our many failures may have sprung from this misconception. Our undoubted successes, let us repeat, do not lose in merit or in worth from the recognition of a former oversight. Indeed, we may go farther, and suggest that the truth of every hypothesis is to be measured not in terms of acceptance but in respect to the solid advantages obtained from it. When the tree ceases to bear fruit, then, and then only, it proclaims its own doom.

WOMAN'S TWO "WIVES"

CHARGE OF MURDERING THE FIRST.

The Daily Express, Melbourne correspondent writes:—

Eugenie Fallini, a woman in male attire, who twice underwent marriage ceremonies with persons of her own sex, has been arrested and charged with having murdered Annie Burkett (or Crawford) at Chatswood in 1917.

The case possesses extraordinary features. Fallini, according to the story she told the police, married a man named Martello in Italy. The couple went to New Zealand and resided there for several years. Subsequently, with her daughter, the woman went to Sydney under her maiden name. She assumed male garb and worked as a man. In 1917 she went through the ceremony of marriage with a widow named Burkett. Some months later the charred remains of Burkett were found in the ashes of a fire in the bush at Chatswood. The supposition was that she had fallen into the fire in a fit or while drunk, and an open verdict was recorded.

Further evidence which came into the hands of the police led them to charge Fallini with murder. Fallini in November last went through the marriage ceremony with another woman.

£220,000 PALACE.

LEAGUE OF NATIONS' PRICE FOR A GENEVA HOTEL.

The Geneva Tribune announces that the League of Nations paid £220,000 for the Hotel National, Quai Mont Blanc, Geneva.

The purchase of the hotel, the largest in the city, was announced by the Daily Express correspondent on August 18th. The hotel will accommodate the staffs of forty national delegations which will attend the first meeting of the Assembly of the League on November 15th.

DOCTRINE OF THE FALL. CANON BARNES ON SCIENCE AND FAITH.

Canon Barnes, of Westminster, preaching at Cardiff on August 20th in connexion with the visit to that city of the British Association, took for his subject "The Christian Revelation and Scientific Progress."

He said that after a period of natural hesitation and deplorable hostility Christian thinkers now quietly accepted theories of the origin of the earth and of man due to modern scientific investigation and speculation. They, therefore, found it necessary to abandon the doctrine of the Fall and arguments deduced from it by theologians from St. Paul onwards. There was a strong temptation to allegorize beliefs which it was no longer possible to hold; but, though allegory had its value, it was missed when it obscured the revolutionary consequences of new knowledge. A faith that feared the progress of knowledge anticipated its own dissolution. Yet, while some elements in the Christian tradition were perforce discarded, the essential nature and strength of the Christian Faith had been more clearly disclosed. For Christianity the perfection of Christ's religious teaching and the revelation of His own supreme excellence were alone of decisive importance. The unique value of Christ's self-revelation was a fact of history and of religious experience undisturbed by scientific progress. On the other hand, Christ's religious teaching dogmatised with singular exactness into the wider scheme of evolution now coming into view. It now seemed highly probable that from some fundamental stuff in the universe the electrons arose. From them came matter. From matter life emerged. From life came mind. From mind spiritual consciousness was developing. There was a time when matter, life, mind, the soul of man, were not; but now they were. Each had arisen as part of a vast scheme planned by God. The Christian Spirit within a man, the quality of deity, as it had been called, separated him from the animal whence he had sprung, just as life separated them from the matter of which they were made. And through the same Spirit of Christ men put on immortality, inasmuch as the things that were of God were eternal with God. This science described the process by which man had come into being, and religion offered him guidance towards his spiritual destiny. Evolution described facts; the ultimate meaning of those facts the Christian revelation disclosed.

RETIRING AMERICA.

FOREIGN TRADE MARKETS LEFT TO BRITAIN.

The Daily Express New York correspondent writing on September 14, says:—America is leaving the exploitation of foreign trade markets to Great Britain. She is no longer to spend the necessary money for propaganda. Reports published by the Department of Commerce show that during the last fiscal year, excluding expenditure on consular services, the American Government spent \$189,000 for the promotion of overseas commerce, while the British Government spent \$2,504,000. The British figures do not include the expenditure of the Indian and Colonial Offices for trade purposes.

The money spent by America is divided as follows:—Expenditure of the Washington Office, \$44,000; commercial attaches to Embassies, \$23,000; promotion of commerce in Western Europe, \$85,000; in South and Central America, \$20,000; in the Far East, \$23,000.

There are no indications of American interest in foreign trade being sustained to the point of making the United States a serious rival to Britain in new markets. There is such an enormous demand for the consumption of domestic products in America, owing to the constantly rising rates of wages, that manufacturers are concentrating most of their attention at home rather than embarking on foreign ventures. American experts therefore consider that British foreign trade will have a largely unimpeded course of development for some time to come.

AN INTOXICATED CARROT.

INDIAN SCIENTIST'S DEMONSTRATION.

Sir J. C. Bose provided possibly the most delightful lecture of the week, says the Daily Telegraph, of August 28th. Before the Botanic Section he related how, as his Botanic Institute at Calcutta, he found out that all plants reacted to stimulus, and their actions closely resembled those of human organisms, under similar tests. By delicate instruments he had succeeded in making plants record their own movements. A carrot became intoxicated under alcohol, and the recording instrument indicated a line which, from being straight, became erratic. Under chloroform or ether a plant became unconscious. He placed the normal rate of the growth of a plant at 100,000th part of an inch in a second. He claimed for his discoveries, and particularly for certain magnificences, that they would be of great use to agriculturists, instancing that he had found out that certain substances supposed to be harmful, if administered in very small quantities, tended to stimulate growth.

INTERPORT TRIAL MATCH.
YESTERDAY'S INTERESTING GAME.

MR. HANCOCK'S TEAM BEATEN.

There was a large gathering of interested spectators present on the Hongkong Cricket Club ground yesterday when an inter-port trial match was played between a team captained by Mr. R. Hancock and The Next Sixteen. Great interest was displayed in the game in view of the fact that all those who took part are candidates for places in the team to be selected to represent Hongkong in the matches with Shanghai and Singapore. Mr. R. Hancock's team scored 119 runs, and the Next Sixteen 124 runs. The former team thus having by 33 runs. The low-scoring of Mr. Hancock's team was due to the soft nature of the ground which assisted the bowlers considerably. A feature of the innings was the batting of T. E. Pearce, who opened the game for his side, and carried out his bat for a well-compiled 45 runs. There were only two blunders in an otherwise splendid display. In their second essay Mr. Hancock's team collected 103 runs for the loss of six wickets when stumps were drawn.

The batting, taken as a whole, was good, there being some fine individual displays. The fielding was excellent and the bowling good.

THE PLAY.

Mr. Hancock's team took first knock at the wickets, the innings being opened by T. E. Pearce and Capt. Oliver. Farthing and Hammond were in charge of the attack. In Farthing's very first over, Pearce nearly succumbed in the slips. Seven runs were scored by Capt. Oliver when he was caught in the slips by Farthing off Hammond. G. R. Sayer partnered Pearce, and after a few singles had been scored the game became lively, both Pearce and Sayer bringing off some pretty drives. The score rapidly rose to 36. Sayer collected most of the runs, driving with force all round the wickets, when a risky run cost him his career. Sayer scored 23 runs and, but for the unfortunate mistake, he might have given a much better account of himself. Wood joined Pearce, and a double change in the bowling was effected. R. E. O. Bird and F. J. de Rome being put on. Both Bird and de Rome bowled exceedingly well, Bird, in particular, worrying the batsmen who had an uncomfortable time of it. When the runs were added to the score, Wood, facing de Rome, played a ball on to his wicket, and had to retire with only one run to his credit. R. Hancock took his place and found the bowling just as difficult. Runs came very slowly. Pearce was nearly out in the slips off Bird's bowling, being missed by Hammond. Fifty was reached and then Bird was changed, in by singles, when Bird was changed and Harris put on to bowl in his stead. Harris's second over saw the dismissal of Hancock, caught in the slips by Hammond, the score standing at 65 runs. Capt. Davies followed and there were a few minutes of excellent hitting, when, getting his leg in front of the wicket, he fell a victim to Stalker, who was put on to bowl in place of de Rome. Pearce, all this while, was playing a steady game, taking no chances and driving to an end when opportunity offered. Davies' place was filled by Major Edwards, and but, with the addition of only one run to the score, he was caught in the slips by Stalker off Harris. The score at this stage was 84 for six wickets. J. B. Franks joined Pearce and Lieut. Graham took Stalker's place with the ball. Graham's first two overs proved expensive and the century was reached before Franks was clean bowled. Harris in trying to hit out a badly pitched ball, R. L. D. Woodhouse partnered Pearce and some lively cricket ensued, Woodhouse, batting with vigour. The score was raised to 110, when Woodhouse tried a long shot off a tempting delivery sent down by Graham and was out to a splendid catch at mid-on by Blaker, who held the ball in one hand. Major Bowen succeeded Woodhouse, but was soon out, being also caught by Blaker off Graham. The score still remained at 119 when F. R. Reed partnered Pearce, but he was unfortunately run out without further addition to the score, the total being 119 runs. Pearce's stand right through the innings was one of the finest features of the game. His batting was splendid, and except for the two chances in the slips, his play was pretty to watch. His strokes to leg and his late cuts were very effective and he came in for rounds of applause.

The fielding was extremely good, especially that of Major Bagnall, who was frequently applauded for his brilliant saves. Bragg, at the wickets, did well, while the bowling, in nearly every instance, was extremely good and difficult to play. R. E. O. Bird's deliveries in particular created considerable trouble. Stalker had the best average, and Harris the most wickets.

AFTER THE INTERVAL.

After the fifteen interval the Next Sixteen went in to bat. Lt. Bevan and W. C. D. Turner opening the innings to the bowling of R. L. D. Woodhouse and Reed. Bevan fell a victim to Woodhouse quite soon after the game started, being caught in the slips by Davies. C. Blaker joined Turner and some lively cricket ensued, the latter, particularly, driving with force all round the wicket. He hit Woodhouse to the on boundary for four and followed it up with a six on the Naval buildings. When the score had been raised to 29 runs, Turner, who was getting firmly set, attempted a risky run and was run out by Franks from a smart throw-in by Sayer. Turner collected 25 out of the total of 29 and received an ovation on his return to the pavilion. F. J. de Rome succeeded him and the score gradually rose to 44, when Davies relieved Woodhouse and Major Edwards, Reed. Davies' fast deliveries were practically unplayable, and Edwards' slow breaks puzzled the batsmen a lot. Both de Rome and Blaker were frequently applauded for pretty strokes and the score rose up to fifty-seven when an exceptionally fine catch at mid-off by Pearce off Edwards, ended Blaker's career at the wickets. Major Bagnall took his place, but did not appear to be very comfortable for several overs, being nearly out in the first ball, he received from Edwards, de Rome, then, skied a ball of Edwards, and was missed by Franks, who, unfortunately, collided with de Rome just as he was on the point of catching the ball. When 61 was reached,

de Rome, who had scored 23 runs, played a ball sent down by Davies on to his wickets. E. L. Bragg followed and started cautiously, being content with sending a glance to leg now and then. Bagnall, who was just getting into form, had another narrow escape, being missed by Pearce, the catch being a difficult one, off Edwards' bowling. Rome came in slowly and seventy was reached after several minutes' play. Bagnall, who had by this time got into form, opened out his shoulders, and indulged in hefty driving, and the score mounted up to 80. He followed a four on the obduracy off Davies, by hitting a sixer on the Naval buildings. Bragg was always careful; his pretty glances to leg were frequently applauded. When the score reached 90, Bagnall, who had got together 33 runs, attempted to hit a ball sent down by Major Edwards and was caught by Franks. Capt. Spinks partnered Bragg and at this stage Capt. Oliver was put on to bowl in place of Davies. The century was soon reached, and the score was carried up to 110, when Oliver was changed and Sayer put on in his stead. The change proved effective, for in the third ball sent down by Sayer, Spinks gave a catch to Boren at point. Captain Gray partnered Bragg, and the score was raised to 127 runs. Reed once again took charge of the leather. Bragg, who was playing steadily, attempted to hit Sayer, Bragg's score of 29 was the biggest for his side and he was deservedly applauded. He has some pretty leg strokes, which he made use of to advantage and the only chance he gave cost him his wickets. J. Stalker joined Gray and, after a few runs were scored, the latter was missed by Franks off Sayer. Stalker's wickets were spread-eagled by Reed, when he had only scored 1 run, the total being 138 for 9 wickets. Lt. Hammond succeeded Stalker but was bowled by Reed shortly afterwards. Lt. Graham then partnered Graham, and after a few singles were scored, he was out l.b.w. to Reed. The score at this stage was 148 runs for eleven wickets. Farthing, who joined Gray, was caught at cover-point by Sayer, who made a splendid catch, off Reed's bowling, and Harris the last man was stumped by Franks off Reed. The total was 152. Capt. Gray carried out his bat for 26 runs. Gray was in good form and brought off some pretty strokes both to off and leg.

Of the bowlers, Reed was the most successful, securing five wickets for 29 runs. Maj. Edwards had hard luck, three catches being missed off him. The fielding of the side was exceptionally good, particularly that of Sayer and Pearce. Lt. Franks at the wickets did some good work.

As there was an hour left, Mr. Hancock's team went in to bat a second time. A. E. Wood played pretty cricket in scoring 21 runs. Major Edwards indulged in hefty driving and collected 37 runs. His innings, however, was marred by two chances. Capt. Davies got together eighteen runs, including a fine six. The fielding was not so good as in the first innings and several catches were dropped.

THE SCORES.

MR. HANCOCK'S XI.

1st Innings.			
T. E. Pearce, not out	45		
Capt. Oliver, c Farthing, b Ham-	7		
mond	7		
G. R. Sayer, run out	23		
A. E. Wood; b de Rome	1		
R. Hancock, c Hammond, b Harris	1		
Capt. Davies, l.b.w., b Stalker	12		
Maj. Edwards, c Stalker, b Harris	0		
J. B. Franks, b Harris	7		
R. L. D. Woodhouse, c Blaker, b	14		
Graham	14		
Lt. Col. Bowen, c Blaker, b Graham	0		
E. B. Reed, run out	0		
Extras	3		
Total	119		

Bowling.			
Farthing	0	M.	R.
Hammond	7	1	26
Bird	6	1	20
De Rome	8	1	5
Harris	6	0	25
Stalker	2	1	6
Graham	4	0	20

2nd Innings.			
A. E. Wood, b Spinks	21		
R. L. D. Woodhouse, b Hammond	5		
Major Edwards, b Spinks	37		
Capt. Oliver, b Spinks	12		
Capt. Davies, b de Rome	18		
Lt. Franks, b Harris	6		
Lt. Col. Bowen, not out	6		
Extras	2		
Total (for 6 wickets)	103		

Bowling.			
Farthing	0	M.	R.
Hammond	4	1	18
Stalker	4	0	16
Spinks	5	0	34
De Rome	3	0	15
Harris	5	0	1

THE NEXT SIXTEEN.			
Lt. Bevan, c Davies, b Woodhouse	25		
W. C. D. Turner, run out	3		
C. Blaker, c Pearce, b Edwards	9		
F. J. de Rome, b Davies	23		
Maj. Bagnall, c Franks, b Edwards	23		
E. L. Bragg, c Davies, b Sayer	29		
Capt. Spinks, c Bowen, b Sayer	7		
Capt. Gray, not out	26		
J. Stalker, b Reed	1		
Lt. Hammond, b Reed	0		
Lt. Graham, l.b.w., b Reed	1		
Farthing, c Sayer, b Reed	0		
Sergt. Harris, std. Franks, g Reed	3		
Extras	4		
Total	152		

Bowling.			
Reed	14	1	28
Woodhouse	7	1	19
Davies	0	1	35
Edwards	14	2	27
Oliver	3	0	14
Sayer	9	0	25
* bowled 1 wide.			
† bowled a no-ball.			
‡ bowled 1 wide.			

GOLF NOTES.

(BY ZODIAC.)

The weather cleared up wonderfully for the weekend and Fanning was well patronized except on Saturday afternoon. This, no doubt, was due to the other attractions in Hongkong. The course was playing remarkably well, but the rough had not disappeared to the extent anticipated. This prevented the cutting, which they saw the Committee rejected when they saw the difficulty to keep the greens in good order, so it is an ill-wind that blows no one any good!

It came as a surprise to find another qualifying round for the Captain's Cup and still more when one learnt the reason for it. Out of 19 cards taken out the previous weekend none was returned! It looks rather as if something was wrong with the handicaps, or is it that competitors are too pessimistic and think that nothing above 70 net is worth putting in? My notes go to Press before the name of the winner is known, but among the scratch players, Major Bagnall was in good form, returning a 77 gross. I fancy the qualifying rounds for the Championship will be an eye opener, and perhaps to "save face" it would be as well if they were not necessary.

In the mixed foursomes yesterday the ladies were ordered to play from the men's tees. It seemed rather hard on the ladies, but it was necessary to make this rule, for in previous competitions some competitors agreed to let the ladies drive from the most forward tees. Apart from being wrong, it meant that the full benefit of the rest, however, as a small compensation ladies were ordered to drive off at the first hole, so that the dreaded 10th was left to the men. It would be interesting to know what the lady said, who nearly collapsed from nerves on the first tee, and whose partner put his drive into the middle of the hill at the 10th. Also what she thought about the Green Committee!

It has been decided that the rules for the Championship will be the 1919 Rules of Golf. Furthermore, the standard ball will not be necessary. It is wise to have these decisions in good time.

We are fortunate in having as manager of the British Section of the Kowloon-Canton Railway one who looks after our comforts in force, to avoid overcrowding of the 3.10 p.m. and 6.17 p.m. trains, which in the past has been unavoidable, owing to the shortage of first class accommodation. During the winter months a state will be put up in the Club house on which players are requested to mark the numbers returning by each train. The states will remain up till 3.30 p.m., when the numbers will be communicated to the Railway authorities and they will arrange for the requisite number of first-class coaches to be attached to each train at Shumachun. It is to be hoped that members and subscribers will show their appreciation of the Railway Company's thoughtfulness by supporting this scheme, which will mean that everyone will travel home in comfort.

The Secretary informs me that, owing to the uncertain supply of golf balls, due to manufacturers not having yet settled down to post-war conditions, and the erratic mail service, there is likely to be a serious shortage. Members are warned, therefore, not to be too extravagant. Most players have a prejudice against re-paints, but unless a ball is cut through the outer covering, or knocked out of shape it will do good service after a new coat of paint, which, by the way, is most efficiently done, either at Fanning or Happy Valley.

Approx my remarks last week on the payment and engaging of caddies, I notice the Committee have forwarded a printed form on this subject with each monthly bill. It is to be hoped that members and subscribers will read, mark, learn and inwardly digest this pamphlet, so that the unnecessary expense incurred will never again appear in the Club accounts. We are all only too keen to grouse at the cost of upkeep of the Club, and yet, through our own careless disregard of the rules and regulations, we help to swell the debtor account.

Whilst on the subject of unnecessary expense, I would like to point out, that there are players who do their monthly subscription's worth of damage to the course every time they play! Whenever I see a player remove a large amount of earth, with no attempt at repairing the damage, I hope and pray that that player hits the drive of his life at the next tee, only to find it lying in a similar hole to the one he has left behind. It is not bad golf to "take a divot," but it is exceedingly bad golf not to replace it; or if this should be impossible, to tread down and doctor the wound, so that the grass will re-bend, and also allow another player to play a shot from the identical spot, without being unfairly penalised. Golf is the only game where ignorance of the Rules and etiquette are tolerated. Why, I cannot understand, but it won't be for ever, and the day will come, when one will have to pass an examination on the Rules and etiquette before being elected a member of a Club.

There are still quite a number of players who have not yet had time to look up the etiquette of Golf. There are only 9 short paragraphs to read, and if only everyone would just study them, and obey them, how much happier we should be! One can't help feeling sorry for the Green Committee when one sees the vast number of "divots" that have not been replaced. Admittedly the turf often crumbles up when one digs it up, and there is no (Continued at foot of next column.)

SCOTTISH SPORT.

SCOTTISH LEAGUE WELL STARTED.

FROM OUR OWN CORRESPONDENT.

September 1st.

The second week of the League makes it clear that the interest in the game was no mere opening spurt. The attendances were large and more enthusiastic than in previous years. And as yet the mid-week engagements have not shown any bad effect. Rangers, Celtic, and Queen's Park were the only teams to win on foreign soil, and of the three the achievement of the amateur at Paisley was by far the greatest. Rangers had a stiff proposition at Kilmarnock, but quite deserved to carry off the honours. Celtic also had to do all that was in them to bring home a full bag from Aberdeen. The light weight forwards of the Glasgow Club found a difficulty with the heavier lot of Northern. Brilliant goal-keeping gave Clyde and Morton their draw. Airdrieonians easily vanquished their nearest neighbours, Albion Rovers failing to give a display in keeping with their reputation as Scottish Cup finalists. Raith Rovers ran themselves to a standstill during the first half-hour, and afterwards Partick Thistle had little difficulty in coming out winners. A draw fairly represented the run of the Dumbarton-Dundee game. And in a mid-week engagement Dundee scored through Thid Lanark throwing away their chances.

Rangers, 2; Aberdeen, 1. Clydebank, 1; Partick Thistle, 1. Dundee, 3; Thid Lanark, 0. Kilmarnock, 1; Raith Rovers, 0. Hamilton, 3; Ayr, 0. Dumbarton, 1; Morton, 2. Hibs, 0; Falkirk, 0. Clyde, 0; Morton, 0. Partick Thistle, 3; Raith Rovers, 1. Kilmarnock, 3; Ayr, 1. Airdrie, 2; Albion Rovers, 1. Motherwell, 2; Hamilton, 0. St. Mirren, 1; Queen's Park, 2. Dumbarton, 1; Dundee, 1. Falkirk, 3; Clydebank, 1. Hearts, 5; Hibs, 1. Aberdeen, 1; Celtic, 2. Thid Lanark, 3; Aberdeen, 1. Albion Rovers, 0; Partick Thistle, 0.

CRICKET.

Though some of the principal clubs have finished their engagements, the centurians last week were more numerous than at any previous part of the season. For the third time this month, J. A. Ferguson (Perthshire), hit 100 not out against Cupar. An effort, however, which did not bring victory to his side, as the Fifeshire club, mainly by reason of a brilliant 104 from the bat of W. C. Innes, gained a five-wicket victory. Other century makers, were C. Bonh-A (Dumfriesshire), 131 not out; Hannam (West of Scotland), 115; C. S. Paterson (Carlton), 110 not out; and A. E. Smith (Clydebank), 101 not out.

Interest in the Western Union Club Championship centred in the games where the two leaders—Ayr and Clydebank—were engaged, and in both escaped with a draw, the owner of the title is still an open question.

WESTERN UNION CHAMPIONSHIP.

Uddington, 122 for 2; Kilmarnock, 25. Pollock, 82; Fergulie, 74.

CLUB MATCHES.

Glas. H.S. F.P., 114; Glas. Academicals, 103. West of Scotland, 233 for 2; Cartha, 84. Carlton, 122 for 3; St. Bernard, 42. R.H.S. F.P., 141; Leith Franklin, 61. Cupar, 224 for 5; Perthshire, 233 for 3. Stenhousemuir, 150 for 6; Cleckmannanshire, 75. Gala, 125; Hawick, 84. Selkirk, 150; Edin. Indians, 26.

GREAT EEL PUZZLE SOLVED.

BREEDING PLACE FOUND AT LAST.

COPENHAGEN, August, 26th. The question of the origin of eels, which was raised by Aristotle 2,800 years ago and has occupied deep sea scientists for the last century, has now been finally solved by an expedition promoted by Danish scientific men and effectively supported by Councilor Andersen, manager of the East Asiatic Company, who put the four-masted motor-ship, Dana, at their disposal.

The expedition has discovered that eels, leaving north-west Europe in the autumn, migrate to their breeding place near the development of their larvae are favourable. The larvae afterwards make their way back to the places from which their parents started on the European coast. This discovery is not only of geographical interest, but will also yield very practical results. The supply of eels in the breeding places is inexhaustible, and there will be an unlimited supply of eel food for European countries. Eels only undertake the journey from and back to the breeding place once in their lives.

'divot' to replace, but this does not prevent the player "doctoring" the wound, to make it possible for another player to play his shot, should his ball by chance, lie on the identical spot. Having made a hole in the ground, no player should be satisfied to carry on, until the damage has been repaired to the extent that he himself would be prepared to play his own ball again, from the identical spot.

I see that ladies can obtain a Ladies' Golf Union handicap by putting in six cards, for the Main Course. The minimum is six but intending aspirants are asked to put in more if possible. L.G.U. handicaps will not be used locally, they are for members going home, who wish to compete on equal terms with members of home clubs. Let us hope that the standard of play in Hongkong will soon warrant the use of the L.G.U. handicaps and do away with local handicaps.

SOME THINGS YOU SHOULD KNOW

We now have a "Top Hole" selection of CHEESE just arrived from Britain, France, Australia, America and Holland.

English Stilton	per lb.	\$1.30
French Roquefort	" "	1.70
English Cheddar	" "	80
Australian "	" "	80
American Gruyere	" "	1.50
Dutch Edams	each	400
Californian Cream	per lb.	80
Dutch Cream Cheese	per tin	1.00

NEW ARRIVALS IN COLD STORAGE
FINDON HADDOCKS. SELECTED KIPPERS.
YARMOUTH BOATERS FILETED COD.
REAL SCOTCH SALMON.

LANE, CRAWFORD & CO.

HIGH GRADE MOTOR OILS
Manufactured by
PRICES COMPANY LIMITED.

HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compound oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for
MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.
LANE, CRAWFORD & CO.

JUST RECEIVED
BROADWOOD
PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.

Powell Ltd
TELEPHONE 346

SOLE AGENTS
SOFT FELTS
REAL VELOUR
TWEED HATS
STRAW BOATERS
ENGLISH HAND-MADE
VARIETY OF SHAPES
IN SMOOTH AND
BRUSHED FELTS
GENTLEMEN'S HATTERS!



NEW ADVERTISEMENTS

HELENA MAY INSTITUTE.

AFTERNOON CLASSES.
NOVEMBER and DECEMBER.
5.30 P.M. Monday.—Cooking.
Tuesday.—Socials and Popular Lectures.
Wednesday.—Religious Meetings.
Thursday.—Sick Nursing.
Friday.—Needlework and Chinese.

MORNING CLASSES:
Wednesday, 10.30, French.
Thursday, 10.30, Reading Circle.
Friday, 10.30, Needlework.
MARTINUS AND POPULAR LECTURES:
Nov. 9.—Lecture to Children.
16.—Lecture to Adults.
23.—Musical Afternoon.
30.—Lecture to Adults.
Dec. 7.—Tea Dance.
14.—Lecture to Children.
21.—Musical Afternoon.

NOTICE

MR. HENRY BIRKETT has this day been admitted as a Partner in this Firm.
MOXON AND TAYLOR.
Hongkong, October 8th, 1920. [1809]

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the HONGKONG CRICKET CLUB PAVILION, on TUESDAY, the 12th October, at 6 P.M.
H. H. TAYLOR,
Hon. Secretary and Treasurer.
Hongkong, 10th October, 1920. [1811]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 16th October, at 12 o'clock Noon, within the Offices of the Hongkong Jockey Club, Chater Road, Hongkong.
By Order,
R. J. PATTERSON,
Clerk of the course.
Hongkong, October 2nd, 1920. [1870]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

DIVIDEND NOTICE.

SHAREHOLDERS are hereby notified that DIVIDEND WARRANTS are NOW READY and can be had on application at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., on and after SATURDAY, the 9th October, 1920.
By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, October 8th, 1920. [1802]

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip for SHARES in the undermentioned Companies, the Scrip of which have been notified against certain irregularities that have arisen in connection therewith.
The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.
Particulars and Numbers of HONGKONG AND KOWLOON WHARF and GODOWN COMPANY'S SHARES:
Script No. Numbers. Holder's Name.
7017 50 2901/2902 C. P. Chater
7580 50 3704/3713 M. S. Sassoon
8538 100 4295/4298 Li Chok Yuen
5910 28 1251/75, 18254/59 S. Fenwick
5911 28 5908/177 H. H. Fenwick
7754 9 8473/765 S. Fenwick
8411 5 7184/845 Mitchell
6505 15 4470/484 Mr. E. C. Champenowicz
7789 4 6873/6874 P. F. H. Hodge & A. F. Harris
7755 9 6476/774 H. H. Fenwick
H.K. & WHAMPOA CO. 100 SHARES:
Script No. 7425 Lo Koon Hang, 9003/27, 5601/25, 3758/7, 32357/81, 28856/27019, 40713/17.
(Signed) FRED ELLIS,
Fred Ellis & Co.
Hongkong, September 25th, 1920. 1538

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, HONGKONG.
Chairman of Board of Directors
MR. WONG SHU HAM.
CHIEF MANAGERS: MR. L. S. HOLM.
ASST. MANAGERS: MR. K. T. WONG.
Foreign exchange and general banking business transacted. Current, Savings, and Fixed Deposits bear interest at rates of 2 1/2 % and 5 % respectively.
L. S. HOLM,
Chief Manager.
Hongkong, 2nd October, 1920. [1571]

BANQUE INDUSTRIELLE DE CHINE
(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd.
[1488]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS. If they do not exceed 35 words in number and are PAID FOR.
An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.
Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P. Q. AD, AP, AW.

FOR SALE: An almost new "ESTEE" PIANO, used only three months, in perfect condition. Price \$500. Apply Major M. S. TEIXEIRA, Macao. [70]

REPULSE BAY HOTEL

WEDNESDAY, OCTOBER 13TH,
SATURDAY, OCTOBER 16TH.
CABARET DINNER DANCE.
MME. S. BELIKOFF, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances.
Assisted by
MR. PAUL GREY,
Famous Russian Baritone. [1804]

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On MONDAY, the 18th October, 1920, at 10.30 A.M., within the Chamber, at Naval Depot, Kowloon,
H.M.S. "SANDPIPER,"

Length between perpendiculars ... 100 ft.
Breadth, extreme ... 20 ft.
Depth in hold (Flat and to upper) ... 8 ft. 9 in.
Tonnage according to British Rules ... 85 tons
Nominal Displacement ... 85 tons
At present mean draft ... 2 ft. 6 in.
Built ... Hongkong
By whom ... In Sections by Yarrow & Co.
Materials of Construction ...
Wood ... Deck Sheathing, Fittings in Cabins, Messes, &c.
Iron ... Deck Fittings, &c.
Steel ... Hull, Bulkhead, Fittings, &c.
Decks, names of ...
Main, Hold and Battery Decks.
Armour—Nil

As she now lies.
A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.
The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.
On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The ship may not be boarded from a private boat.
By Appointment Auctioneers to the Admiralty.
Hongkong, September 14th, 1920. 1485

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On TUESDAY, the 7th December, 1920, at 11 A.M., within the Chamber, at Naval Depot, Kowloon,
H.M. TUG "ST. SAMPSON,"

Length between perpendiculars ... 135 ft. 0 in.
Breadth, extreme ... 30 ft. 9 in.
Depth (under side of 6 in. Bar Keel to Upper Deck) ... 15 ft. 7 in.
Tonnage according to British Rules, Gross ... 451 tons
Nominal Displacement ... 580 tons
At present mean draft ... 12 ft. 10 in.
Built ... Hongkong
By whom ... H.K. W. pos Dock Co., Ltd.

Materials of Construction:
Wood ... Fittings in Cabins, &c.
Iron ... General Fittings on Deck, &c.
Steel ... Hull, Bulkhead, &c.
Decks ... Forecastle, Upper and Lower
A single screw steel steamer of I.H.P. 1,200 fitted with internal electric lighting at 100 Volts.
Built under Lloyd's survey. 90 A.L. for towing purposes.
Port of Registry, Hongkong.
To be sold as she now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.
The Vessel is now on view between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained on application to the undersigned.
On presenting inspecting orders to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.
HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty. [1403]

INTIMATION

Watson's

PURE CARBOLIC SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5% FOR TOILET USE
Price: \$1.20 per box of 3 tablets.

10% FOR THE BATH
Price: \$1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP
Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

TELEPHONE 16.

BIRTH.

CORNBARY.—At 3, Queen's Gardens, on October 10th, to RUTH and BAZIL CORNBARY, a son. [1811]

HONGKONG OFFICE: 104, Des Voeux Rd., U. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 12TH, 1920.

THE STABILITY OF CHINA.

ALL the earlier analogies which interpreted things Chinese for the benefit of Europeans were theologians. The pioneer missionaries quickly realized that if they wished to carry on their work efficiently they would need to study carefully both the language and the people of China. We do not wish, in any way, to minimise the debt that we all owe to these pioneer religious workers; but we think that it is largely due to the fact mentioned above that such great emphasis has been laid by European writers upon the connection between keeping the fifth commandment and the unequalled duration of the Chinese as a nation. It was a favourite theory of the late Sir ROBERT HART that the Chinese nation offered a practical proof that the patriarchal features of government and family life inevitably led to the continued existence of the nation. But it is not a fact that the existence of the patriarchal form of government and its nomenclature in China was a consequence rather than a cause! The very stability of the Chinese nation enabled it to retain a patriarchal nomenclature appropriate to the autocratic form of government, which existed for so long. The real causes of the unequalled duration and constant increase of the Chinese people consisted of three fundamental doctrines and one institution. The three doctrines may be summed up tersely as follows: The first is that a nation must be governed by moral agency in preference to physical force. The second is that the services of the wisest and ablest men in the nation are indispensable to its good government. The last is one that has often been noted upon by the nation in its long history, and it undoubtedly has been beneficial in its results—namely that the people have the right to depose a ruler who, either from active wickedness

or vicious indolence, gives rise to oppressive and tyrannical rule. The "institution" that was firmly established in China for centuries—it still exists in theory, but the mechanism seems rather out of joint—is the system of public service competitive examinations. It is because this institution has been latterly disregarded to a very large extent that China is in danger of disintegration to-day. Incidentally it may be said that it is an institution that has been adopted by Great Britain. There is evidence that Government schools existed in China four thousand years ago. The period when China was under the rule of the Emperors YAO and SHUN is considered by the native historians as the golden age of the nation. It is not without justifiable pride that Chinese scholars remind us that forty centuries ago there were Government schools in China. But in later times education was gained in private schools or from family tutors. Perhaps the stimulus of the hope of acquiring the wealth and rank of official position led the people to devise more efficient means of educating themselves than those provided by the Government. However that may be, it is evident that the system of public examination for official position was one of the great causes, if not actually the greatest cause, of the duration of the Chinese nation. All parents throughout China, who could compass the cost, were induced to give to their sons an intimate knowledge of the literature which contains the three doctrines enunciated above. There is, of course, much else in the literature so studied which is conducive to a cultivation of high intellectual powers; but what we want to emphasise is that this remarkable examination system attracted to the service of the State the most cultivated men of the country. Native ability was enlisted on the side of the Government. At the present time the outlook for any Government in China seems bad. If we had not the lessons of Chinese history to guide us we might readily believe that the Chinese are in process of national disintegration. But in the past there have been countless revolutions, numberless cycles in which chaos ruled for a time; the reaction inevitably followed and there are those long periods marked by reigns in which there was peace, content, cheerful industry and general prosperity. At such times there was real progress. There would be hope for China if the old system of selecting men for high office only by examination results were reverted to; that, at any rate, would minimise the effect of intrigue. The great mass of the people of China are still steeped in the old ideas enshrined in Chinese literature. A really great leader is needed, but unfortunately no one answering the description can be discovered in the political firmament. One of the first efforts of a real leader would be to adjust the old scheme of Chinese philosophy to the new conditions of life brought about by an increase of knowledge in subjects other than philosophy.

According to a Peking vernacular contemporary the Minister of Justice has ordered the "taking over" of the Russian Courts at Harbin, the Russian Magistrates being offered assessorship. Otherwise there will be no alteration in Russian procedure.

Mr. W. Hill, one of Shanghai's prominent jockeys, met with an accident at a recent race meeting while riding a pony called the Cornet. His knee is likely to give him most trouble, says a Shanghai "contemporary," but he will probably be seen in the saddle again at an early date.

Lieut. J. E. Loughton, R.N., of H.M.S. "Hacking," second son of the late Sir John Loughton and Lady Loughton, of Wimbledon, was married at St. Joseph's Church, Shanghai, last week, to Miss Marjorie Frances Fry, eldest daughter of the late Mr. C. Fry and Mrs. Fry, of Westbourne Gardens, London.

The attention of ladies in the Colony is directed to an advertisement in another column on this page setting forth the arrangements which have been made at the Helena May Institute for afternoon classes, meetings and popular lectures during the months of November and December. Mrs. Dyer Ball is the secretary for this branch of the Institute's activities.

We notice that the President of the Republic of China intimated early in the month to the Department of Ceremonies that there would be no celebrations of National Day this year, and that the funds which would have been expended on this would be devoted to famine relief. In this connection we note also that the South Manchurian Railway (Japanese) has expressed its readiness to give free passage to people desiring to leave the famine areas, and also to transport foods for the relief of these areas at half price.

"STRIKING."
WITH APOLOGIES TO C.S.C.
It was a son of the "Princely House."
And he spoke out jauntily:—
"Now, hark and listen, my shareholders
While I expound the ye.
"Full many a year hath our Flag so blue
And our funnels of flaming red
Flaunted it o'er the China Sea
And never a word gained.
"But now our hireling wights grow bold
And you must all beware, beware;
Skipper and Mate and Engineer
Fancy themselves as good as a Peer;
No knowing what they'll dare.
"Exes go up and freights go down
And never again (you may take it from me)
Will the good old days of cargoes rich
Loading our hulls to the utmost pitch
Comfort our hearts with glee.
"To a dastard weapon these wights resort
To press us for higher and higher pay
And talk of holding our ships in port.
By striking work for many a day.
"Now, rede me aright, my shareholders,
What were it best that we should do?
"We must prove our case by chapter and verse
Or ever their strike comes true."
So they put their heads together, they
twain,
The Chairman got, and his shareholder
crew
To see if they might "keep out of the rain"
Which threatened to "spoil their brew."

And to show that the business could never pay
If the wages were raised another pound
They twisted the figures round and round
(Arguing from figures is always sound
If only you know the way).
But while they're at it there comes a
screed,
And like a second—and "what's this
truck!"
The Chairman gasps, and he pales like
death,
"The Guilds haven't waited—just like
the breed!
"We may spare our breath for our par-
"fitch," he saith,
"For indeed, the wights have struck."
Moral.
(Thrice-armed is he who hath his quarrel
just—
"But better he that gets his blow in just")
THE LOOKER-ON.
[No strike has actually occurred, and, so far as we are able to learn, it is improbable that there will be a general strike.—ED.]

FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE "CHINA MAIL.")

SHANGHAI BOLSHEVIKS.

INFLAMMATORY HAND BILLS.

SHANGHAI, October 11th.
Shanghai Bolsheviki on Sunday distributed inflammatory hand bills inciting the Chinese to overthrow the politicians and militarists. The distribution synchronised with the Republican anniversary celebration when large numbers of workers and shopmen were on holiday. The police are watchful.

WAR PRISONERS ARRIVES AT SHANGHAI.

TRAVELLING TO TRIESTE.

SHANGHAI, October 7th.
Two thousand war prisoners, chiefly Hungarians and Galicians, arrived from Siberia en route to Trieste by the steamer "Schauinsland."

SHANGHAI MOTORIST FINED.

MONTHLY COMPENSATION TO BE PAID.

SHANGHAI, October 11th.
Ollerdessen has been fined \$100, and ordered to pay \$19 a month to the widow of the Chinese workman killed by his motor car. Judge Lobingier held that a prison sentence was not necessary, compensation meeting the ends of justice.

MOTOR CAR ACCIDENT.

THREE WOMEN INJURED.

On Saturday evening, while on the way to Repulse Bay, motor-car No. 357 dashed into a rock on the roadside, just past Aberdeen, the passengers being thrown out. Among the passengers were three ladies, who were injured. They were taken on to Repulse Bay Hotel by one of the Hongkong Hotel cars which happened to be passing shortly after the accident occurred. The injured ladies received attention at the Repulse Bay Hotel and were later brought back to Hongkong. The driver was uninjured.
The motor car being badly damaged had to be towed back to town.

ST. ANDREW'S SOCIETY.
ANNUAL REPORT.

WARDS IN SCOTTISH INFIRMARIES.

The report of the Committee of the Hongkong St. Andrew's Society, for presentation at the thirty-ninth annual general meeting to be held at the City Hall, on Thursday, at 5.30 p.m., states:—
The balance at credit of the Society now stands at H.K. \$4,867.17, to which must be added the sum of Straits \$6,926.91 at our credit with the Hongkong and South China W. Savings Associations, as against Hongkong \$3,842.84 and Straits \$6,926.91 respectively last year. The sum of \$21,443.12, 2d., raised by the Hender Day Celebration in 1918, and, as mentioned in the last report, sent to Sir Charles Addis, was on February 15th, together with interest accrued, allocated as follows:—To the Royal Infirmary, Edinburgh, £11,048.17s. 1d. and to the Royal Infirmary Glasgow, £11,043.7s. 1d. In both cases a ward has been endowed and a suitable tablet commemorating the Society's gift, erected. A dinner to celebrate the birth of Robert Burns was held on Saturday, January 24th, the 25th being a Sunday, when a very enjoyable evening was spent. The sum of \$7 was expended during the year in assisting a distressed Scotsman. Your Committee deeply regret to record the death of two Past Presidents: Mr. C. H. Ross (1911/12) and Mr. A. G. Gordon (1916/17). Eighty-two new members joined the Society during the year and it is hoped members will continue to give their assistance by bringing forward new names. The accounts have been audited by Mr. R. Bruce, to whom our thanks are due.
G. M. YOUNG,
President.

SHANGHAI TRADE.

Messrs. Albert & Co. (Ld.), Pioneers Goods Market report says:—
We did not issue a report last week owing to the suspension of the auctions until the general cessation of business just before the mid-autumn festival day, which has now passed off without bringing any improvement in the situation so far. Demand is as sluggish as ever and much improvement can hardly be hoped for, as long as the clouds of civil war and famine hang over important parts of the interior which would normally be laying in their winter supplies of imports at this time of the year. The native banks are acting extremely cautiously in the matter of credits although, judging by the stocks of silver on hand, money is plentiful for the present needs of the trade.
Press telegrams received during the week from overseas markets reporting radical reductions in prices for many raw and manufactured articles have created a great deal of nervousness amongst the native dealers as to the position of their present stock, and goods due to arrive. Information from Lancashire is scanty but it can hardly be expected that that centre can very long maintain its present level in the face of almost universal price cutting and dull trade all over the world. On the other hand prices there are now not so much governed by the cost of the raw materials as by manufacturing difficulties in the form of labour troubles, coal supply and reduced working hours.

CABLES.

LATEST CABLES.
(THROUGH ROUTE'S AGENCY.)IRISH ORGY OF CRIME.
THE O'CONOR DON CRYING IN
THE WILDERNESS.

LONDON, October 9th.
A striking letter by The O'Conor Don indignantly denounces the destruction of barracks and killing of the police. He declares that the people will be no nearer self-government if they kill all the police in Ireland. He asserts that, although a Sinn Féin man, he will never have anything to do with the Sinn Féin party while such things are sanctioned. He is ready to follow any body of men, regardless of consequences, who will act manfully in the cause of true freedom, but at present, he says, he is crying in the desert and will be told he is only jeopardising himself and his property. It is time, moderate Sinn Féiners spoke out, nay, cried out, against the present senseless and despicable crimes now being committed throughout the land.

MR. LLOYD GEORGE DEFENDS
GOVERNMENT POLICY.

LONDON, October 9th.
Mr. Lloyd George delivered his widely anticipated address on Ireland at Carnarvon today.

The Premier declared that more had been done in the past forty years to redress the evils in Ireland than had been done in any part of the world.

As regards reprisals, he pointed out that 109 policemen had been shot dead in one year. They endured this for two or three years, but patience had given way. There was no doubt that there had been some severe hitting back. If it was war, as was stated, we could not have a one-sided war. In war, you don't have men standing up to be shot and never firing back. The murderous gang which now tyrannises Ireland must be broken up and the Government must proceed with a measure for complete self-government in the country.

The Premier protested vehemently against the doctrine that we must give Ireland more than Mr. Gladstone and Mr. Asquith were prepared to give, simply because crime had been successful.

Mr. Lloyd George continued: "It was all very well to talk about Dominion Home Rule, but Ireland demanded absolutely an independent republic and even that would not satisfy the Irish. Ulster would not have a republic and we do not want to negotiate peace with civil war at our very door. If we give Ireland complete Dominion Home Rule, it will mean that she can have conscription and then we in Britain with an army of 100,000 may be confronted with an Irish army of 500,000, which will mean conscription here. During the war Ireland was engaged in raising huge forces to stab Britain in the back. Had anyone ever proposed such a lunacy as to allow Ireland its own army and navy and the capacity for assisting our enemies to obtain her independence? Dangerous weapons like armies and navies were better under the control of the Imperial Parliament, and the Government would resist any attempt to give Ireland a separate army and navy."

BOMB THROWN AT LORRY IN
CORK.

LONDON, October 9th.
A sensational bombing of an army lorry caused a panic in the crowded streets of Cork yesterday. The lorry was carrying stores and was occupied by six soldiers when a number of bombs were flung at it by civilians. The street was crowded with women going to work and children going to school. One bomb exploded in the centre of the lorry and killed a soldier, dangerously wounding three others. Two bombs exploded in the roadway causing civilian casualties. The soldiers fired in the direction of their attackers and wounded one person, who was carried off by a waiting motor-car.

THE FASTING LORD MAYOR.

Dublin and the whole of South Ireland is awaiting the news of Mr. MacSwiney's condition of health with extraordinary eagerness. Threats of widespread outbreaks are being circulated in the event of his death, especially amongst the police, who have been warned to resign.

BRITISH NOTE TO SOVIET.

EARL CURZON'S PHILLIPIC.

LONDON, October 9th.
Earl Curzon, replying to M. Tchitcherine's Note of October 8th, declares that, while Great Britain strictly adhered to the undertakings given, M. Kamenoff openly violated the principal condition of his admittance into Great Britain. "The Soviet has trifled with the question of British prisoners, has sent Russian troops to Persia, has conspired with Turkish Nationalists in Asia Minor, threatens the invasion of Khurasan, has created an anti-British organisation in Tashkent, has fomented a revolution in Bokhara, has attempted to conclude a treaty with the Amir of Afghanistan aiming at the incitement of a tribal rising on the Indian frontier, and has conducted a tornado of anti-British propaganda in Asia, expending great sums of money."

The Note declares that the situation must end, if trading negotiations are to be concluded. Further, the Note complains of the murder of a British civil engineer on January 10th without any reason being given.

KING OF GREECE.

BITTEN BY PET MONKEY.

LONDON, October 9th.
King Alexander of Greece was bitten, a few days ago, by a pet monkey, and thought nothing about it, but intestinal complications and jaundice have now set in and the King is confined to his bed with temperature at 102 degrees. He has had two attacks of fever.

WOOLLEN TRADE CRISIS.

EFFECT OF CANCELLATION OF
ORDERS.

LONDON, October 9th.
The sudden cancellation on a large scale of Japanese and American orders has caused unprecedented losses in the Bradford district, and a crisis has occurred in the Yorkshire wool trade. On the other hand, the Amalgamated Textiles declare that all reputable firms anticipated the slump, and confidently prophesy that the slump will be only of a short duration, and three months hence, probably, a prolonged trade boom will be seen.

MILAN STRIKE.

ANOTHER AGREEMENT BETWEEN
WORKERS AND EMPLOYERS.

MILAN, October 8th.
As a result of an agreement between the workers and the employers, electric power is again available and tramways have been restarted.

GENEVA CONFERENCE.

LORD CURZON'S SUGGESTION.

PARIS, October 9th.
No decision has yet been taken as regards the postponed Geneva Conference to discuss reparations.

The French Government has replied to a note from Lord Curzon suggesting that such a conference should be held, agreeing to it, but specifying that the meeting at which the Germans may be heard will be simply a preparatory hearing, which leaves the final decision to the higher authorities.

PRESIDENTIAL CAMPAIGN.

ORATORY TO BEGIN.

NEW YORK, October 8th.
The Presidential campaign is now approaching its climax. Both candidates leave their respective headquarters at Dayton and Marion today on extensive speech-making tours.

Senator Harding will cover the Middle West, and Governor Cox the more Southern States.

PILGRIM FATHERS.

VISIT TO JAMES TOWN ISLAND.

LONDON, October 7th.
A telegram from Norfolk (Virginia) states that the delegation to the tercentenary celebration of the Pilgrim Fathers visited James Town Island, the scene of the first British settlement in America, and participated in the opening ceremonies, including the erection of a Cross, as was done by the first settlers in 1607, a parade and a mass meeting.

POLAND'S APPEAL.

WHAT BOLSHEVISTS HAVE DONE.

WASHINGTON, October 7th.
Poland has requested the United States to supply food to Poland. It is pointed out that the Bolsheviks have completely devastated 40,000 square miles of territory in Poland and the Polish harvest is poor.

FEELING IN WARSAW.

LONDON, October 9th.
The Times' Warsaw correspondent says the Poles are exhibiting great indifference as to the prospect of peace which is attributable, it is stated, to the belief that real peace with Soviet Russia is impossible and to the necessity of having to maintain an army in the field ready for action.

AMERICAN FLIGHTS.

FROM PANAMA TO CUBA, JAMAICA
AND WASHINGTON.

PANAMA, October 7th.
Eight American submarine chasers are patrolling the Caribbean Sea in order to facilitate the attempt of Commander Herbert and three other officers of the American Navy to fly on two seaplanes from Panama to Kingston (Jamaica).

An American army officer, Lieutenant Austin, is also attempting a solo flight from Panama to Washington, via Cuba and Jamaica.

MINERS' BALLOT.

MORE HOPEFUL OUTLOOK.

LONDON, October 9th.
It is considered that the prospects as regards the coal ballot on October 11th are brighter, owing to the moderating influence of Mr. Smillie's appeal, which has been backed up by two other prominent leaders. The appeals seem to have caused a definite setback to the gaining influence of extremists. Meanwhile, it is declared that the pit boys in Northumberland and Durham where there are 212,000 miners will not be allowed to vote.

TO FIGHT CONSUMPTION.

NATIONAL COMMITTEE ORGANISING
MEETING.

PARIS, October 8th.
A Havas message says:—
The National Committee to fight consumption is arranging a meeting in Paris of delegates. It is similar to the American and European organisations and aims at examining the possibilities of international co-operation and of better co-ordinate efforts in fighting consumption.

INTERNATIONAL LAW.

REMARKABLE MOVEMENT IN
PARIS.

PARIS, October 8th.
A Havas message says:—
The International Law Institute is to endeavour to unify international law, thus strengthening the bonds between the States which are members of the League of Nations.

The professors will be of various nationalities.

MR. LLOYD GEORGE'S
FORECAST.HOME RULE AND NO MINERS'
STRIKE.

LONDON, October 8th.
In the course of his speech at the meeting of the Welsh National Liberal Council, at Llandudno, Mr. Lloyd George said "peace on earth and goodwill amongst men" was the demand of the hour, and he did not know any principle which was in issue between parties when they came to deal with it.

Referring to the threatened miners' strike, the Premier emphasised that he had resolved never to surrender the rights of the community to the minority, though he was all for justice and equity for men who were contributing to the wealth of the nation. He was hopeful that common sense and reason will prevail at the forthcoming ballot.

The Premier predicted that Home Rule will be adopted by the Coalition, and concluded with an appeal for unity until they had solved the problems darkening the horizon and the difficulties which stood in the way of humanity in marching to higher things.

OUR LONDON LETTER.

STRIKE MOVEMENT AND NATIONALISATION
OF MINES.

THE REAL OBJECT OF THE LEADERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 1st.
This week the result of the miners' ballot on the question of a strike has been officially announced. As was confidently expected, there is the necessary majority in favour of a "down tools" policy. The decision has been reached against the full force of public opinion, and in defiance of the whole weight and authority of the Press regardless of politics. Something may happen at the last moment to avert such a calamity as a national coal strike; but at the time of writing the outlook is exceedingly black. A sinister feature is the resolve of the railwaymen, and transport workers' Unions to back up the Miners' Federation. The Triple Alliance is in agreement.

Whatever the result, it is useful to review the position. As you are a wage, the issue as it appears on the surface is a comparatively simple one. The estimated profits from the coal industry this year is £36,000,000. Mr. Smillie, the miners' leader, demands that the Government should take 14/2 off the price of coal (being the amount of the last increase in price to the consumer), and that the miners should receive 2s. per shift extra in wages. These two items would almost exactly account for the £36,000,000.

The reply of the Government, in control of the industry, is that coal is now sold to the public at the price at which it is raised and distributed. There is no profit under that head at all. The £36,000,000 represents exceptional profits on the sale of exported coal, and this sum, it is contended, ought to go into the national Exchequer to relieve the general burden of taxation.

THE REAL MOTIVE.

While this is the issue as placed before the country, it is important to emphasise the fact that the motive of the miners' leaders is nationalisation. Mr. Smillie said as much in an unguarded burst of candour a few days ago. "We are determined to have nationalisation of the mines," he declared in a speech at Wrexham. This is the real issue. The proposed sop of 14/2 off each ton of coal is merely a sop to catch a berring.

To put the matter squarely, when the Government raised the price by 14/2 the miners saw this was the beginning of an endeavour to get rid of once of control and of the system of pooling profits. The poorer mines were to be put in a position to pay their way without subsidies from the richer areas as at present, preliminary to being returned to their owners under private management. But the miners have aimed for years at treating coal mining, whether in rich or poor areas, as one industry. South Wales with its rich and costly coal was to be made to equalise the wage in Lancashire, where the seams are thin and poor, on the ground that as much toil is required to win a ton of coal in Lancashire as in Wales.

Now, observe how this would work out in practice. If the 14/2 were taken off many mines would be worked at a loss; it would spell bankruptcy to the owners, and the nation whether it desired to do so or not would be obliged to take possession of the mines and work them as one business, meeting losses in one direction by using profits made elsewhere—in other words, nationalisation.

THE KAISER IN EXILE.

I learn that the ex-Kaiser is a very humble and retiring person in these days. His life at Doorn, near Utrecht, where he is now permitted to reside instead of at Ammerongen, is virtually that of a prisoner. Doorn used to be a quiet pleasure resort, being in the centre of well-wooded country and charming villages, but now it is over-run with cosmopolitan crowds intensely eager to catch a glimpse of fallen greatness.

Half the journalists in Germany, including those favoured few who were formerly on friendly terms with the Kaiser, have tried vainly to gain admission to the exile's abode at Doorn. They have all been repulsed by the small but vigilant guard of retainers. In recent months only one person among the many hundreds in the district lays claim to the doubtful distinction of having seen the Kaiser; and even so it was a fleeting glimpse of a figure huddled in a closed motor-car travelling at terrific speed.

WATERED-DOWN FROM THE WORLD.

At first the local Hollanders strongly resented the presence of the ex-Emperor at Doorn. But since they have discovered that he attracts visitors in large numbers willing to spend their money freely these thrifty Dutch are telling each other that there must be some good quality about their strange neighbour. They quote the old proverb which says "the Devil is not so black as he is painted."

However, the exile has developed shyness to a remarkable degree in the case of a man who used to love to pose before the world. He is building a brick wall—an unheard of thing in the land of dykes—to a height of twelve feet all round his house and garden, the only entrance being by a couple of very heavy iron doors. He has in fact literally walled himself in from mankind.

Whether the passion for seclusion, is owing to melancholy bordering on madness, as I hear from one quarter is the explanation, or is due as others say to a morbid dread of assassination, it is beyond question that the existence of the former War Lord of Germany is miserable in the extreme and no better than a living death.

THE U.S.A. AND TRADE.

The meetings of the British Association which have just ended at Cardiff attracted more than usual attention, probably because the range of subjects dealt with had interest not only for the scientific world but for ordinary laymen.

As an illustration, Dr. Clapham, President of the Economic Section, discussed post-war finance, which is a very "live" subject indeed. He made the confident assertion that in all probability the United States is more likely to start a world trade slump than our debt-encumbered, war-weary land. His argument is that the United States has not been organised long enough as a creditor nation to deal with the present position. Before the war she was in debt to Europe to a very great extent, and her fiscal system was designed to discourage imports, and as far as possible, encourage exports.

But the war has changed the outlook. Now, if her debts are to be paid she must accept goods from Britain and other European countries or go without payment, because there is not enough gold to pay more than a fraction of the sum that is due. It seems unlikely, therefore, that the United States, owing to her political system in relation to trade, will be able to readjust her policy to the new world conditions before a slump arrives.

GERMANY'S DESPERATE STRAITS.

Dr. Hermes, the German Food Minister, is on a visit here with the object of obtaining help from the British Government with regard to food supplies for his country. It is being represented that one of the reasons why the obligations of the Peace Treaty are not being in process of complete fulfilment is because the German people are short of food and cannot produce. The French, for example, are very incensed because the full supply of coal is not being delivered; but the reply is that the German miners are weak from lack of the necessities of life, and are unable to work as they would otherwise do.

The question, of course, arises to what extent the Allies can render assistance. Doubtless some arrangement can be made to provide cereals, and also bacon and tallow. Although the general public are not aware of the fact, it is nevertheless true that the food situation in Germany is desperate. It is not too much to say that the people there are starving.

"PUSSYFOOT" JOHNSON AGAIN.

Mr. "Pussyfoot" Johnson, of American Prohibition fame, is returning here in the course of the next few weeks to organise a raging, tearing campaign to convert us all to the worship of the pump. Last year when this astute propagandist launched his anti-drink crusade American publicity methods were adopted. But it soon became apparent that the crude and vulgar "literature" that proved successful in the States completely failed in its appeal to English tastes. An entirely new set of leaflets and pamphlets, I hear, has been prepared, and this cleverly devised propaganda will be now arriving at the publisher's headquarters in London in huge bales.

What the ultimate result of all this effort and vast expenditure will be remains to be seen. A year ago the British people regarded Mr. "Pussyfoot" Johnson and his enthusiastic friends with a certain amused tolerance, not altogether unmixed with contempt; but the success of the movement in engineering prohibition in America has quite altered the public attitude. It is realised that these petulant fanatics from the other side are in deadly earnest. They are out to make Britain dry, and will spare neither effort nor money to achieve their purpose.

Generally speaking, the feeling here is decidedly hostile to outside interference with British habits and customs. The brewing and distillery interests are organising their forces to fight the "Pussyfoot" invasion, which includes a band of specially trained speakers.—H.B.

MARKED GULL'S LAST FLIGHT.

A seagull with a broken wing picked up on the rocks at Folkestone had found its last rest on a rusted metal band bearing a sign similar to a capital "F," and also the words "Elo-guard-N-315, Viborg-Danmark." The droll bird was of the black-headed variety. It was treated kindly, but died in a couple of days.

RAILWAY PROJECTS IN
CHINA.

AMERICAN FIRM'S APPLICATION.

PEKING, October 4th.

The Asiatic News Agency states that the American firm, Messrs. Siemens, Carrey & Co., has applied to the Ministry of Communications for permission to build a trunk railway from Hainyangchow, Honan, to Chengtu, capital of Szechuan, the capital to be subsidised in the United States. The director-general of the Szechuan-Hankow Canton trunk line, Mr. Kuan Keng-lin, has been instructed to consider whether the proposal of the American firm will interfere or compete with the proposed Tun Cheng or Tungkuang-Chengtu railway of the Belgian-French Company, or whether the two proposed lines may be built separately or jointly by the Chinese Government.

With reference to the resumption of the construction works of the Canton-Hankow Chengtu trunk railway, Mr. Yeh Kung-chow, acting Minister of Communications, has issued a special order to Kuan Keng-lin, director-general, instructing him to lose no time in discussing with the foreign financiers or capitalists who are creditors of this important line the question of raising the necessary funds so that the work can be resumed as soon as possible. In case the foreign companies are unable to raise capital in the foreign market at the moment, they should be requested to inform the Chinese Government who would then be at liberty to secure funds from other sources. Of the various sections of this trunk line, Mr. Kuan has been ordered to resume the surveying of the road south of Chuchow, which has been suspended on account of the civil war in Hunan, while in the provinces of Hupeh and Szechuan, prompt attention is required to be paid to the construction of the Ichang Kueichowfu and the Ichang-Hankow sections when funds are available, because they will play an important part in the development of the vast and unlimited natural resources of Szechuan.

CRIME IN FRANCE.

CALAIS-PARIS TRAIN ROBBERY.

PARIS, August 27th.
Thefts from passengers travelling from London to Paris are occurring with alarming frequency. Apparently the expert robbers who operate on the Riviera during the winter season have transferred their activities to the Channel ports. A couple of days ago a third-London traveller fell asleep in a train running from Calais to the Gare du Nord, Paris, and when he awoke he found his wallet, a diamond ring, which he valued at 50,000 francs, had been taken from his finger. The latest victims are a man and his sister, bearing foreign names, who complain of having been robbed of jewels worth 200,000 francs. They were travelling from London to Paris, via Boulogne, and the jewels, which included a diamond tiara, a platinum watch, pearl earrings, a gold handbag, brooches, crosses, and valuable rings, were enclosed in a small bag, which the thieves seem to have singled out from the six pieces of luggage the passengers brought with them.

The luggage was placed in a first-class compartment of the Paris train, and the passengers went into the restaurant car for a meal. When they returned they found that the bag containing the jewels had disappeared. They notified their loss to the Boulogne police, who at once communicated with the police chief at the Gare du Nord. When the train arrived at Paris a search was made, but it led to no result. A foreign bank here discovered a few days ago that English bank-notes worth nearly half a million francs had been stolen by forgery. The matter was put into the hands of the police, and a young man, an employee in another bank, was arrested, and made a full confession. The money, with the exception of 30,000 francs, was recovered. In the course of the investigation the signature of the forger, which had been used to draw the bank-notes in London was brought to Paris by aeroplane.

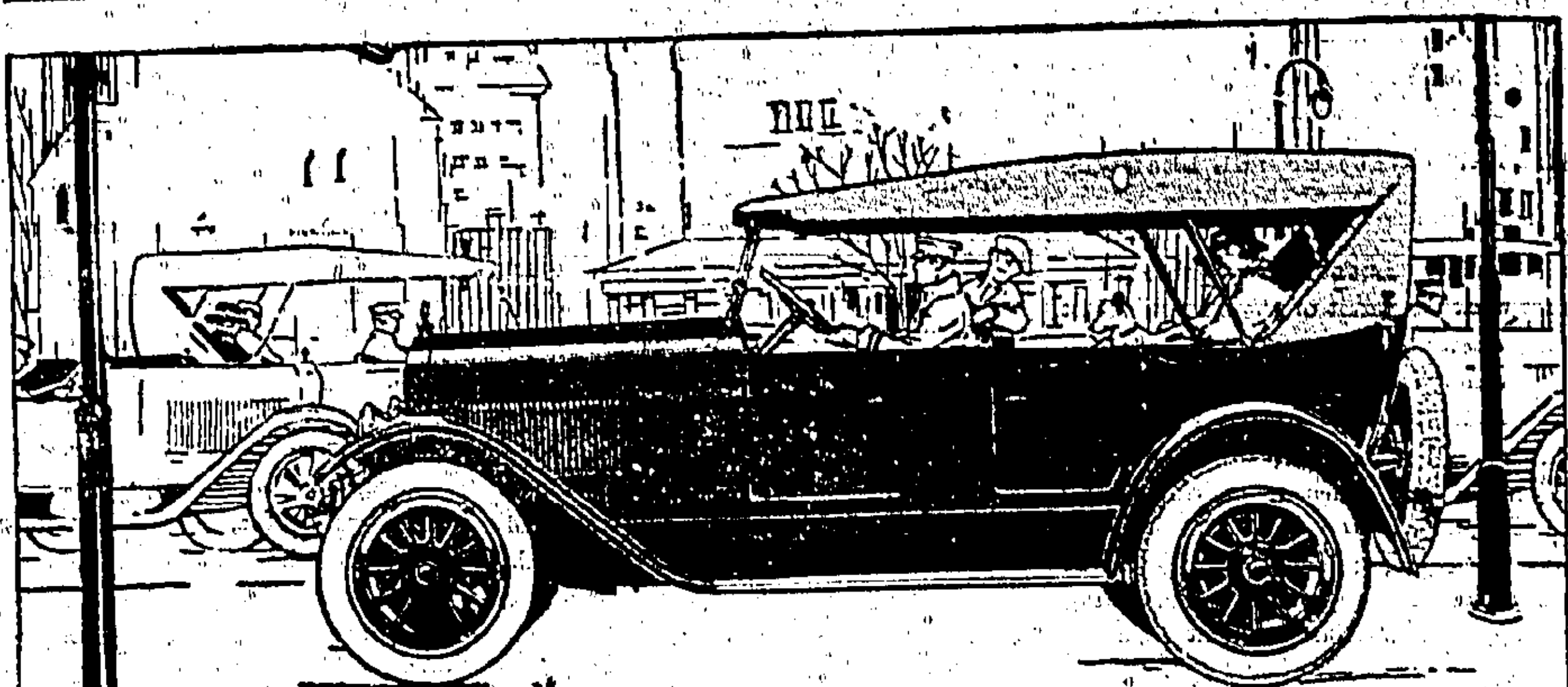
GULF STREAM AS CULPRIT
ENGLAND'S HOT-WATER SUPPLY
CUT OFF?

Has the Gulf Stream "gone west"? Four years ago this was reported as literally happening, and one of the consequences was very much the same sort of unseasonable weather that has made this summer notorious, says the Daily Express.

The Gulf Stream, which is behaving "normally" flows eastward across the Atlantic from the Gulf of Mexico, where its temperature is sometimes as high as 100deg. above zero. It acts the part of a hot-water bottle to the British Isles, which without it would "enjoy" the climate and snow wastes of Labrador, with fogs, icebergs, and snowy wastes complete.

Some years ago a project was before the American Government for diverting the course of the Stream by means of an enormous jetty 200 miles long across the Newfoundland shoals. A section of public opinion in this country—half scientific, half patriotic—was so far alarmed as to talk war and to predict the "freezing out" of England from the nations unless the scheme were prevented.

This, up to the present, has been done effectively by the natural difficulties presented by any such undertaking. One theory has it that the long and early spring experienced in the northern hemisphere this year was responsible for an excessive melting of the Arctic icefields and a consequent increase in volume of the Gulf Stream current which impinges on the Gulf of Western Europe. Local "dislocations" of the current may have occurred through some such cause, or even through the intrusion of wandering icebergs of abnormal size. One of the latest effects produced in this way is "unsettled" weather—but this applies to the summer of 1929.—H.B.



KING EIGHT CYLINDER AUTOMOBILES

This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models.

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY, Export Department, 152-154 West 72nd Street, NEW YORK, U. S. A.



ASAHI BEER



SOLE AGENTS
MITSU BUSSAN KAISHA

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages and includes a Sketch Play of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. REMST.
Its description of Chinese Social conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for Customs and Superintendents, combined with the insight it gives into political presentation to friends at home.

PRICE ... \$3.50

To be obtained from Messrs. KELLY & WALSH Ltd., Messrs. BAZER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

A. D. C.

IN
DUNSANY'S
GOLDEN DOOM,
GLITTERING GATE,
COMPROMISE OF THE
KING.
LOST SILK HAT.

In Aid of

THE FAMINE RELIEF FUND

Thursday, - Oct. 28th
Saturday, - Oct. 30th
at 9:30 p.m.

ADVANCE BOOKING - Oct. 20th
GENERAL BOOKING - Oct. 22nd

AT MOUTRIE'S.

PRICES AS USUAL.

[1690]

A. G. DA ROCHA
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:-

MISCELLANEOUS GOODS.

THURSDAYS:-

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:-

EXCELLENT HOUSEHOLD FURNITURES.

GRIMAULT'S

SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARH

CONSUMPTION

FACE UNSIGHTLY WITH PIMPLES

Extremely Painful. Lost Sleep.
Cuticura Healed in A Month.

"My face began to get blotchy, and later small pimples appeared so that soon my face was a mass of irritating eruptions of a wet nature. My face, besides being most unsightly, was extremely painful, and I lost a lot of sleep."

"I had a tablet of Cuticura Soap and a box of Cuticura Ointment sent me. After a short time the itching and burning seemed to vanish, and within a month my face was healed." (Signed) John Morley, 20, Canon Cookin St., Sunderland, Durham, Eng.

Cuticura Soap to cleanse, purify and beautify. Cuticura Ointment to soften, soothe and heal. Are ideal for every-day toilet purposes.

Sole U.S. Mfrs. in U.S. and Can., Sold Everywhere. For name and address of nearest dealer, write to Cuticura, P.O. Box 102, New York, N.Y.

24-25

THE MENACE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace for this is, most undoubtedly, the most common cause of all ailments. Do not therefore dismiss a stomach ailment with the words: "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—Biliousness, constipation, flatulence, failing appetite and other familiar forms of indisposition. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

BEECHAM'S PILLS.

Sold in boxes, labelled with the name of the dealer.

THE NEW FRENCH REMEDY—THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For Rheumatism, Gout, Gravel, etc. For Stomach and Bowel Disorders, Indigestion, etc. For Skin Diseases, Eczema, etc. For Women's Complaints, etc. For Children's Diseases, etc. For All the above and many other ailments, THERAPION is the most reliable remedy known.

MY LADY'S DRESS

WHEN WAS IT MOST BECOMING!

H. B. Marriott Watson, writes in the "Daily Express":—

The history of human fashion is too often the history of human folly. Yet even in modes and robes there is sometimes a conformity to requirements, which, after all, is the supreme test of all arts.

If you would survey the follies and extravagances as well as the beauties of feminine costume you must look through the pages of "Punch," or the "Illustrated London News" or any other illustrated paper of reputable years. Earlier than that you must go to old prints, old books, and old missals.

A clever Frenchman, Octave Uzanne, has illustrated the costumes of the ages for us in a memorable book. In what period was dress most becoming?

In the Middle Ages there was a prolonged uniformity. Fashions did not alter. And there is much to be said for the simple elegance of the cotehardie, despite the dunce-cap appearance of the head-dress. But very soon these simplicities vanished and gave place to the artificialities of the sixteenth and seventeenth centuries.

A CLOTHES HORSE!

It was a Medici who invented the accursed corset, and she invented it in iron, too, that clamped the hapless breast and waist as if a vice. Thenceforth it came to stay (there is no pun intended), save for a brief period in the early nineteenth century, when women returned to the girdle.

The point in all this is very simple—is woman merely a clothes-horse? If not, say so, and be done with the bedecking and bedrapping which has disfigured (in the literal sense) generation after generation.

In the eighteenth century, in particular, which was easily the worst next to the mid-Victorian epoch, clothes got away from the woman and affronted the female for a divine.

Look back on their paintings, and see every human attribute of body sacrificed to so-called decoration. Woman was a clothes-horse then, and no being else. Paniers and furbelows and whatnots deformed her even in the highest circles of taste, and what happened in the lowest, heaven knows! Perhaps it was better and more Arcadian.

Towards the end of the century, however, a reaction set in. People turned half a face, at any rate, to nature in poetry, prose, painting, and other things; and by eighteen hundred odd we had the Empire.

THE BEAUTIFUL NINETIES.

Now, I have always been a devotee of the Empire period in all except its extravagances, its rococo. The Empire fashions resumed the best points of the old Greek garments. They revived the girdle and abolished the corset of the Medici. They ceased breaking and pushing in the floating ribs; they recognised that the waist is immaterial, and that the proper and most beautiful lines fall from the bosom downwards.

Occasionally in later times there were laudable attempts to revert to this Empire ideal in the princess gown; but that, alas, has been referred long since to the forgotten limbo.

Yet the excesses of the Empire betrayed it and brought it in ruins. Les Merveilles boasted that the clothes they wore would pass through a ring, and they did not mind if it was a wedding one. They walked abroad with skirts slashed open from the waist, and they probably died of pneumonia. So perished not only they, but the fashions.

We will skip the inanities of the early and mid-Victorian periods—the ugliest modes for both men and women.

Afterwards we drew out of the morass, and in the seventies you may see du Maurier's liason (and stalwart) beauties in their moulded jerseys. We can afford to forget the horrors of the past, the Grecian bends and crinolines.

Let us come at a jump to the early nineties of last century, and admire. Simplicity, as always, the real secret of art, and the fashions were simple then and beautiful.

The figure was considered, and there was no question of the skimpiness and scantiness of the contemporary modes. If you doubt it, turn back to your "Punches" and see.

FASTING LORD MAYOR.

SOME REMARKABLE ORDEALS OF FORMER DAYS.

It is interesting to compare the Lord Mayor's hunger strike with previous fasts.

Seven years ago, Mr. A. E. Lowe, a Chester iron-turner, completed a fifty-day fast.

Sacco, a professional "faster," completed a fast of forty-five days, beating Succi, another professional, by six days.

Mr. Shenk, a "fasting lady," lived for twenty-three days on sixty bottles of mineral water. Other long "fasts" were made by a Swiss (forty days), and Dr. Tanner, an American (forty days).

All records, however, sink into insignificance compared to the seven years' fast of Angelica Darocca, a young Tyrolean girl, who lived in a hut at Radein.

It was asserted that no food or drink had passed her lips during this time, and she was looked upon as a saint by the people of her village.

There's no Sweeter Tobacco

which comes from Egypt and

no better brand than the

"MELACHRINO"

Nos. 1, 4, 5, 8 and 9

FRESH STOCK JUST RECEIVED

SOLE BY—

TABAQUERIA FILIPINA,

NO. 19, ICE HOUSE STREET,

PHONE No. 3559. NEXT TO MEE CHEUNG, PHOTOGRAPHERS.

XMAS SALE.

For 15 Days only. From 1st October, 1920.

EVERYTHING SUITABLE FOR XMAS PRESENTS.

SWATOW DRAWN WORK CO.,

14, Des Vœux Road, Central, Phone No. 2880

[1564]

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Rates for Average Single Rooms without Bath (meals included)

Y12-15 in cities, etc.

Y8-10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)	Kyoto	Nara	Shirakawa
Lakeview Hotel	Kyoto Hotel	Nara Hotel	Daitokwan Hotel
Kamakura	Miyako Hotel	Nikko	Tokyo
"Kashin Hotel	Matsumoto	Kanaya Hotel	Imperial Hotel
Karuzawa	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mitaka Hotel	Miyajima	Osaka	Tokiji Seiyoken Hotel
Kobe	Miyajima Hotel	Osaka Hotel	Yokohama
Oriental Hotel	Myanoshita	Shimonoseki	Grand Hotel
Tor Hotel	Fujiya Hotel	San-ya Hotel	

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHOSUN

Keijo (Seoul)
Chosen Hotel
Fusan
Fusan Station Hotel
Shinghu
Shinghu Station Hotel

IN MANCHURIA

Changechun
Yamato Hotel
Dairen
Yamato Hotel
Ryojun (Port Arthur)
Yamato Hotel

"Japan," a handy guide book, distributed free!

Apply for literature and information to:
Offices of JAPAN TOURIST BUREAU,
Tokyo, Yokohama, Kobe, Nagasaki, etc.
Offices of THOS. COOK & SON,
SECRETARY OF THE ASSOCIATION,
c/o Traffic Bureau, Department of Railways, Tokyo.

[1464]

KAPDRY

FOR MOTOR HOODS

AND THE Exact Materials used in
BRITISH WAR OFFICE for
their WATERPROOF COVERS
ALSO
ALL MOTOR BODY FITTINGS

RHINOHYD

COMMERCIAL HOODS
AGRICULTURAL
SHEETS

G. JOHNSTON, 173/175, Shaftesbury Avenue,
W.C.2 LONDON, ENGLAND.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK & BOSTON

via Suez or Panama Canal at Owner's Option.

S.S. "MUNCASTER CASTLE" ... about middle of November.

LLOYD TRIESTINO

For SHANGHAI

S.S. "PERSIA" ... about 5th Nov.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" ... sailing about 7th November.

S.S. "PERSIA" ... sailing about 8th November.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "HOKUTO MARU" ... sailing on or about 19th Oct.

S.S. "BORNEO MARU" ... sailing on or about 30th Oct.

For JAVA

S.S. "SAMARANG MARU" ... sailing on or about 11th Oct.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

110

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan port.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (omitting Shanghai) ... Thursday, 14th Oct., at 11 a.m.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

MISHIMA MARU ... Monday, 18th Oct., at 11 a.m.

SADO MARU ... Friday, 29th Oct., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Yokohama ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez

Port Said.

KAMAKURA MARU ... Sunday, 31st Nov.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 29th Oct., at 11 a.m.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOTA MARU ... Tuesday, 12th October.

SOUTH AMERICAN PORTS via CAPE

TOSA MARU sailing from Singapore ... Sunday, 17th Oct.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU ... Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... Saturday, 16th October.

TENSHIN MARU ... Wednesday, 20th Oct.

INABA MARU ... Thursday, 21st Oct., at 11 a.m.

KAMO MARU ... Friday, 29th Oct., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 282. S. YASUDA, Manager.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,200 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Oct. 31st Dec. 4th Nov. 6th

An unsurpassed high-class passenger service.

C. T. SURRIDGE, Acting Freight and Passenger Agent,

Princo's Buildings, 100 House Street.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

OUTLOOK IN MESOPOTAMIA.

SIR PERCY COX AND HIS TASK.

The Government are sinking deeper into the morasses of Mesopotamia, says the Times. The news that the Muntlik Arabs have risen shows that the insurrection is spreading southward, and that the danger of a complete interruption of the communications with Baghdad has increased. In Southern Kurdistan, where we should never have dreamed of intruding, the situation grows graver. A British column has recovered Kabanlik, on the Persian frontier, but it seems to be entirely isolated, for Jakuba, on the Khabur railway, only thirty miles from Baghdad, is still in hostile Arab hands. Here, on the road through the foot-hills to Mosul, has been seized, and the local political officer captured, though the fate of his escort is not stated. North-west of Kirkuk, the garrison of Tuzkhurmat, where one of the biggest oilfields is situated, is reported to have been invested. Heavy fighting appears to continue in the Hillah region, near Babylon and there seems no prospect of the early relief of our besieged garrison at Kufah, once the greatest city of Lower Mesopotamia. The War Office appears to be doing its utmost to hurry reinforcements to the disturbed province, though its aims are apparently confined to insuring order, for India is undertaking all the work. The best part of two Indian divisions is proceeding to Mesopotamia, and some of the troops have already landed. Our correspondent at Teheran has warned us that the Mesopotamian Expeditionary Force requires a greater stiffening of British battalions, but no steps in this direction appear to have been ordered. It is now clear that, if the present policy is continued, the task of the reconquest of Mesopotamia will be long and severe, and that it will completely upset the Budget Estimates of this year's military expenditure. The most optimistic calculation is that order cannot be restored in Mesopotamia before Christmas, and we should be inclined to say that a much longer period will be required.

Meanwhile we are informed that the scheme for holding Mesopotamia by a combination of aeroplanes and light armoured cars, which Air-Marshal Salmon is now organizing on the spot, is not yet in operation, and, therefore, cannot be said to have proved "unable to cope with the hostile powers." It is suggested, on August 11th, that such a scheme of experience as has been gained in the use of these arms supports our contention that "neither aeroplanes nor armoured cars are of much use against roving bands of nomadic Arabs in a huge expanse of open country, where they can wander at will." Still less, we may add, are they likely to prove efficacious in the mountains of Kurdistan, as was proved last year on the Indian frontier, and also in the action at the Tashlujah Pass, in Kurdistan, last year, when we lost four armoured cars and nineteen vans carrying Lewis guns, and "suffered severe casualties" in a difficult retreat. We are interested to learn that the reinforcements now reaching Mesopotamia include two more squadrons of aeroplanes and some armoured cars, and that a third aeroplane squadron is forming; but we adhere strongly to our not yet obsolete view that in mobile warfare in these countries no appliances of the kind will be of much avail without a strong proportion of infantry. When science and invention have done their utmost, the infantry arm will still be the queen of the battlefield, for the fundamental laws of war are unchanging.

We do not desire, however, to say more about methods of warfare, because the Mesopotamian problem is not one of war, but of policy, and we hope to see the warfare eliminated as quickly as possible. When every allowance has been made for the external causes which have contributed to produce the rising, it remains true that the principal factor has been the lax and mistaken policy of the Government. In a semi-official statement published on Thursday, it was claimed for the Government that they had "never wavered from the policy laid down in the Anglo-French Declaration of November, 1918, of setting up an independent Arab State in Mesopotamia with the advice and assistance of a mandatory power." It was further stated that the military administration set up in Mesopotamia when the Turks fled was "never intended to be the permanent form of administration." We can only say that the acts done in Mesopotamia in the name of the Government have not squared with their professed intentions. The Anglo-French Declaration solemnly undertook to encourage and assist the establishment of an indigenous Government and Administration, and said that "far from wishing to impose any particular institution on these lands, the two powers meant to support the methods of control which the peoples shall have adopted of their own free will." The policy pursued in the last twenty months has not accorded either with the letter or the spirit of the Declaration. Mesopotamia has been governed as though we meant to make of it another Egypt, large numbers of military officers have been converted into civil officials, an Administration has been created vastly in excess of local requirements during an interregnum, and Earl Curzon knocked the bottom out of the alleged adherence of the Government to the Declaration when he said on June 25th that "we have hardly found a single Arab capable of holding Government office of any importance." The very fact that hundreds of British women and children, whose isolated position now causes anxiety, were allowed to settle in this turbulent country while it was still in military occupation, suggests that the men of the expedition should be desired that the existing conditions should become permanent. No step taken by the Baghdad Administration deserves severe condemnation than their admission of wives and families. All the evidence tends to show that it was assumed in Mesopotamia that the military administration would be regularized, that the spirit of the Declaration might be fulfilled by the creation of some sort of Council of Notables, and that the Government allowed themselves to be dragged at the heels of impetuous subordinates on the Tigris. It is evident now that a change of policy is contemplated. The Government have sent out Sir Percy Cox as High Commissioner, and have charged him with the task

(Continued at foot of next column.)

WEATHER REPORT.

October 10th, at 10.05.—Warning to Hongkong.—A typhoon in Lat. 14 deg. N., Long. 133 deg. E., direction unknown.

October 11th, at 11.37.—Warning to Hongkong.—A typhoon within 20 miles of Lat. 14 deg. N., Long. 131 deg. E., moving N.W.

October 11th, at 11.45.—No returns from Japan and Indo-China.

Pressure has decreased slightly to moderately at all reporting stations.

A typhoon has formed in the Pacific to the east of Luzon; its position at 8 a.m., this morning, was very roughly Lat. 14 deg. N., Long. 131 deg. E., probably moving N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 97.14 inches against an average of 78.51 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District: Forecast.

Hongkong to Gap Rock (E. and S.E. winds; moderate; fair.

Formosa Channel (S.E. winds; moderate.

South coast of China between Hongkong and Lamoo (The same as Hongkong and Lamoo) No. 1.

South coast of China between Hongkong and Hainan (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 11th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 a.m.
Barometer	29.88	29.81	29.79
Temperature	83	77	83
Humidity	75	90	73
Wind Direction	East	calm	calm
Force	2	0	0
Weather	c	c	c
Rain	0.09	—	—

Highest open-air Temperature on 10th...72

Lowest open-air Temperature on 11th...77

Date: Sunrise: Sunset:

October 11	6.15 a.m.	6.02 p.m.
" 12	6.19	6.01
" 13	6.19	6.00
" 14	6.19	6.00
" 15	6.20	5.50
" 16	6.20	5.58
" 17	6.20	5.58
" 18	6.21	5.56
" 19	6.21	5.55
" 20	6.22	5.54
" 21	6.23	5.53
" 22	6.23	5.53
" 23	6.23	5.52
" 24	6.24	5.51
" 25	6.24	5.51
" 26	6.25	5.50
" 27	6.25	5.50
" 28	6.25	5.49
" 29	6.25	5.48
" 30	6.25	5.47
" 31	6.27	5.46
November 1	6.28	5.46

HONGKONG TIDE TABLE.

From 12th to October 18th, 1920

HIGH WATER LOW WATER

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

Days of Week or Month

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SANDAKAN ... "HINSANG" ... Tues. 13th Oct. Noon.
 HAIPHONG via HOIHOW ... "LOESANG" ... Wed. 13th Oct. 8 a.m.
 TIENTSIN ... "CHIHSHING" ... Thurs. 14th Oct. 2 p.m.
 MANILA ... "LOONGSHANG" ... Fri. 15th Oct. 3 p.m.
 STRAITS & CALCUTTA ... "YATSHING" ... Fri. 15th Oct. 3 p.m.
 SHANGHAI ... "HUPSANG" ... Sun. 17th Oct. 10 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang, and Singapore, returning from Calcutta via Suez and Hongkong, or Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports in Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducements offer.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Oct. 15th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET- TENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 111.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel: Discharge:

"VOGTLAND" ... 24th Oct.

HOMEWARDS.

Vessel: Discharge:

"FENBROKESHIRE" about 25th Oct. OCEAN & LONDON

"GLENIFFER" 3rd Nov. GLEN, LONDON & ROTTERDAM

"GLENISLE" Middle of Dec. GLEN, LONDON & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: (The Glen Line, Ltd.)

(The Royal Mail Steam Packet Co.)

Owners of "Shire" Line.

Tel. No. 21 and 22.

Cable Address
 Kawasaki, Kobe
 Sendai, A.B.C. 5th Ed.
 and South Codes



AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" ... 10th Nov.
 "MONTROSE" ... 15th Nov.
 Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA
 DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
 CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 15th Oct.
 LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to RENN & Co., CANTON.

THE BANK LINE, LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

For	Steamer	To Sail
SWATOW & BANGKOK	"CHINHUA"	On 15th Oct. 10 A.M.
HONGKONG	"KIUKIANG"	On 15th Oct. 10 A.M.
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 15th Oct. 4 P.M.
SHANGHAI	"SINKING"	On 14th Oct. Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 16th Oct. 4 P.M.
SWATOW & BANGKOK	"KANCHOW"	On 16th Oct. 10 A.M.
AMOI, SHANGHAI & FUKOW	"TAMING"	On 16th Oct. Noon.
AMOI, SHANGHAI & FUKOW	"SZECHUEN"	On 16th Oct. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
 Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and
 State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
 weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all
 Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
 the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 35.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
 accommodation for First-Class Passengers Electric Light and Fans in the saloons
 and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOLCHOW
AND RETURN.

(Occupying 9 to 15 Days).

Steamer	Agent	Day	Time
"HAIKONG"	Capt. A. H. Stewart	TUESDAY, 15th Oct.	at 2 P.M.
"HAIKONG"	Capt. W. C. Pasmore	FRIDAY, 15th Oct.	at 2 P.M.
"HAIKONG"	Capt. J. S. Thomson	TUESDAY, 19th Oct.	at 2 P.M.

Arrivals and Departures from the Company's Wharf (near State Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO

LOS ANGELES, CALIFORNIA, U.S.A.

Steamer	Agent	Day	Time
SS. VINITA	SS. VINITA	Oct. 15th	Oct. 3rd
SS. WEST HILTON	SS. WEST HILTON	Nov. 1st	Nov. 4th
SS. WEST HILTON	SS. WEST HILTON	Nov. 30th	Dec. 2nd
SS. WEST HILTON	SS. WEST HILTON	Dec. 1st	Dec. 1st

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route
 Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
 Branch Office—Kobe, Shanghai,
 (Macao, Singapore)

Hongkong Office—Prince's Building, 1st Floor
 Tel. No. 1002.
 CHAS. E. RICHARDSON
 General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	5,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	5,900	15th Nov.	Marseilles, London & Antwerp
"NELLORE"	5,853	23rd Nov.	Marseilles, London & Antwerp
"ROMALI"	5,712	10th Dec.	do.
"DEVANHA"	5,100	17th Dec.	do.
"SICILIA"	5,702	31st Dec.	do.
"ELASSY"	7,248	21st Jan. 1931	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,800 13th Oct. Calcutta via Spore, Paug & B.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	30th Oct.	Sandakan, Thursday Island, Gedre, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,900	15th Oct.	Shanghai & Japan
"EASTERN"	4,000	13th Oct.	Japan direct
"TAKADA"	7,000	21st Oct.	Shanghai & Japan
"NELLORE"	5,900	24th Oct.	Shanghai & Japan
"DILWARA"	5,400	30th Oct.	Shanghai Only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
 1st Saloon Passengers may travel by B.I.R.N. Company's steamers between
 Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
 Tickets Singapore to Calcutta.
 All Cables are fitted with Electric Fans free of charge.
 Steamers and Sailing ships are liable to be cancelled or altered without notice.
 Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's
 Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
 regarding arrival of consignments expected of which they have received documents or
 advice.
 Any damaged packages must be left in the Godowns for examination by the
 Company and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 A.M.
 on MONDAY and THURSDAY. All Claims must be presented within ten days
 of the steamer's arrival here, after which date they cannot be recognized. No Claims
 will be admitted after the goods have left the Godowns.
 For Further Information, Passages, Rates, Freight, Handbooks, etc., apply to
 "MACKINNON, MACKENZIE & CO."
 12, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE.

"CANADA MARU" (Taking Passengers) Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

BURMA MARU " " " " Saturday, 16th Oct.

"KASADO MARU" " " " " Saturday, 20th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHEN MARU" " " " " Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago, St. Paul and Great Northern Railways.

"ARIZONA MARU" (Taking Passengers) Tuesday, 12th Oct.

"MANILA MARU" " " " " Friday, 15th Oct.

"Omit Manila."

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuban Ports.

"HAGUE MARU" " " " " Sunday, 7th Nov.

NEW ORLEANS LINE

"BUTTER MARU" " " " " Beginning of Dec.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"HAWAII MARU" " " " " Monday, 25th Oct.

"Omit Yokohama."

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKURA MARU" " " " " Sunday, 17th Oct.

TAKAO via SWATOW & AMOI.

"SHU MARU" " " " " Saturday, 16th Oct.

For sailing dates and further particulars please apply to—

Tel. Nos. 744 & 745. Y. YASUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAITUAN"	16th Oct.	21st Oct. 4 P.M.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
 of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights
 throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is on board.
 Reduced Rates. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
 "THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	...Oct. 15th
TENYO MARU	22,000	...Oct. 28th
SEIYO MARU	22,000	...Nov. 13rd
PERSEA MARU	9,000	...Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN
 CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	...Nov. 9th
TOKUYO MARU (Cargo only)	17,900	...Dec. 9th
KIYO MARU	17,900	...Jan. 10th, 1931

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building.

Tel. Nos. 3374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE"	On or about 22nd Oct.

MARSEILLES via
 SAIGON, SINGA-
 PORE, COLOMBO,
 DIBOUTI, SUEZ,
 PORT SAID

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER

Acting Agent,

Queen's Building.

Telephone 740.

ADMIRAL LINE
 PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE
 operating 230 following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
 (Calling at Shanghai and Kobe)

Steamer	Day	Time
"ICONIUM"	...	About Oct. 15th
"ELDRIDGE"	...	About Oct. 29th
"WHEATLAND"	...	About Nov. 17th

For PORTLAND direct.
 (Calling at Kobe and Yokohama)

"ABERCOS" ... About Oct. 23rd

For SEATTLE
 (Calling at Kobe and Yokohama)

Through Bills of Lading issued to Overland Oceanic points.
 For Freight and Passage apply to—

THE ADMIRAL LINE.
 Telephone 3473 & 3475. Fifth Floor, Queen's Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA," & "COLOMBIA."

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United
 States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa, and
 South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Macao.

Cable Address "PACIFIC"

Telephone 141.

